CHRISTMAS 1951

NORTHERN CIRCUIT

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NORTHERN ELECTRIC
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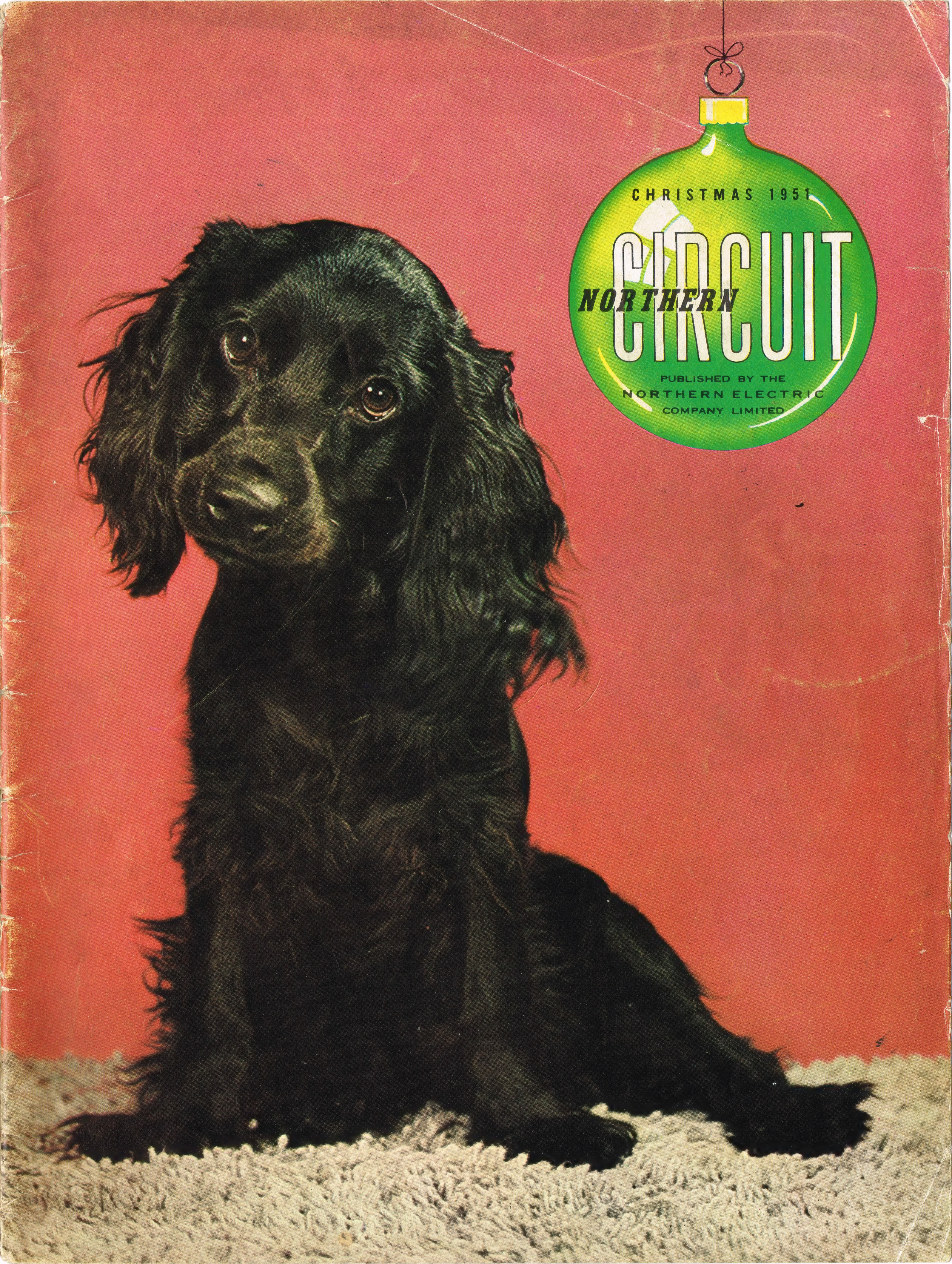

Snow Cabin

N.F.B. Photo

...“only silly humans do that!”

No matter where you go in the world you find some people who still judge other people by their race, creed, or color. Silly? Yes, to most of us, but this stupidity on the part of a few may endanger the safety of us all. Why? Because there are those who would give their eyeteeth to see Canada divided into arguing factions—Labor against Management—Christian against Jew—White against Negro.

Today more of us are wise to this little game and we are careful not to let the cancer of group prejudice grow within our own families, but that's not enough. We must fight it wherever we find it. Realize it for the enemy it is and put our strength against it.

Make sure that you are not spreading rumors against a race or religion. Speak up, wherever you are, against prejudice and work for understanding. Remember . . . Brotherhood is something that makes freedom possible—and freedom is a mighty valuable thing these days.

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Accept or reject people
on their individual worth

CIRCUIT RELAYS

Wheeled Stationery

Police in Luebeck, Germany recently arrested a young man who was caught allegedly tampering with the mail car of the night train to Hamburg. He was released when he explained that he had only chalked on the side of the car: "Do you still love me? Sunday off. Counting hours, send an answer." As a double check, police watched the car when it returned from Hamburg. It bore the single word, "Yes" contained in the outline of a heart.

★ ★ ★

Taken to the Cleaners

Customers of William Yee, Chinese laundryman of Pittsburgh, were surprised to find his premises vacant the other day. A note was posted on the door: "Very sorry. I am moving. Someone stole all the shirts. Came through the basement and stole all the merchandise. Stole them Sat. or Sun." And William left no forwarding address.

★ ★ ★

Saintly Resignation

St. Peter has resigned from the Washington, D.C. morgue. Joseph F. St. Peter, a coroner's assistant, had startled telephone callers for years with his standard greeting, "St. Peter speaking."

★ ★ ★

Slapstick

Archie Crawford of Norfolk, Va., took his auto to a service station to have it greased. He stayed in the car while it was hoisted six feet into the air. After a while a brush fire broke out in the vicinity and Crawford stepped out for a closer look. He broke his leg.

★ ★ ★

Spirit of '98

Workmen removing a brick tower from a business block in Middlebury, Vermont, uncovered a bottle that had been lodged in the mortar since the tower was built fifty-two years ago. Inside was a message dated November 7, 1898 which said simply: "Sirs—Whoever finds this empty bottle, smell of it. There was gin in it once but empty now." the workmen duly "smelled of it" and easily detected the ripe odour of the pre-twentieth century spirits.

Austerity Note

Among the goods classified as non-essential by Ottawa are "falsies". The rubber foam from which this useful and ornamental product is made will henceforth be used in the manufacture of contour maps for the services.

★ ★ ★

Bizaare

In Sedlescombe, England, queer competitions are the vogue at charity bazaars. The latest was a contest involving the eating of jelly with knitting needles.

★ ★ ★

Jack Pot

Twelve-year-old Dennis Trafford, winner of an essay contest sponsored by a Sydney, Australia, ice cream company, will receive four free double ice cream cones daily until the spring of 1956.

★ ★ ★

All This And—

One Sunday early this year a church choir in Petham, Kent, England, sang lustily, "All good things around us are sent from Heaven above." Then part of the roof fell in, narrowly missing the vicar.

★ ★ ★

Gremlins

If things don't go right for the United Nations, blame the spirits. You can also blame those who overruled a Chinese architect who helped to design the U.N.'s cigar-box skyscraper on the shore of Manhattan's East River. According to one of the building's architects, Wallace K. Harrison, his Chinese assistant wanted it erected at right angles to the river so that it would be on an east-west axis and, in accord with an ancient Chinese belief, propitiate the spirits. The building parallels the river.

★ ★ ★

Desperate

Vancouver really opened its arms to the Shriners this year. Over the entrance to a building at Dunsmuir and Burrard a sign shrieked. "WELCOME SHRINERS." The building was the YWCA.

The Old Wish

For most of us, "Peace On Earth, Good Will Towards Men" has a ring that is rather more than ironical this year, when people have become so accustomed to living on the edge of disaster they have become dulled to it. Our world, we feel, is far from peace and possibly no one, as this year draws to a close, is so optimistic as to believe that his generation will see the end of war. At this point there isn't even any visible end to the present cold war that is growing increasingly warm in many sections of the globe.

And yet, far as we are from a lasting peace, are we farther away than our fathers were? Or their fathers? Is it true as we sometimes hear today, that the world is slipping backward and losing ground hardly won in the struggle for peace? Or is this present unhappy state of affairs just a stage in the progress towards that ideal that is symbolized by Christmas?

We believe, in spite of the evidences of individual, national, and international selfishness in our world, that man *is* making progress towards true civilization. We believe that "Peace On Earth, Good Will Towards Men", with all that it implies, *is* the right aspiration of the human race and an ideal that *is* attainable. We believe that the present state of pessimism is simply the result of our finding out that the struggle is harder and the road more difficult than we thought. That was something we had to learn if we are to make further progress and, when men get used to it, they will put on their cloak of faith once again and move forward.

The basis of this belief lies in two undeniable facts: the first is that man has become more humane with the passing of the centuries; the second is that he has become more skilful in the solving of his problems. Unsolved before him lie a great tangle of problems in social relationships, but he has already solved others. There has been social progress.

Those who belittle human progress in fields other than material forget that not so long ago slavery, child labor, and cruel exploitation of class by class were considered natural and inevitable even by men and women who were humanitarians in their age. Less than a hundred years ago, scores of crimes called for the death penalty; others for torture. Brutality for the mentally ill was prescribed treatment. These, and other problems have been solved.

It might be said—and with truth—that all of these examples of man's inhumanity to man are still to be found in our world. Yet, in the past, they were not the exception as they are today. They were the general rule.

The old wish, "Peace On Earth, Good Will Towards Men", is as valid today as it was when it was first uttered nearly two thousand years ago.

NORTHERN CIRCUIT

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COVER

The little black pup on the cover has been around our office for some time. We have wondered, from time to time, what he does to justify his existence and have even considered turning him over to the S.P.C.A. for disposal. However, the other day we were talking to a neighbor's little boy about Christmas and we learned that, as far as he is concerned, the big feature of the great day this year is the puppy that he hopes he is going to get from Santa Claus. "It's a black puppy, too," he told us. "All black from his nose to his tail."

That reminded us of the pup at the office and we decided that he might recall to our readers the time when Christmas to them also meant their first dog.

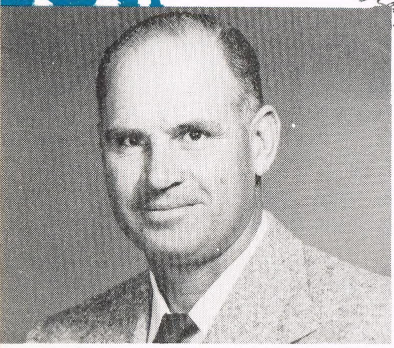
The photo on our inside front cover was taken in Garibaldi Park, 30 miles north of Vancouver, while the view on the inside back cover is Jasper Park's Athabaska Glacier.

"THE BIGGEST THING THAT HAS EVER HAPPENED TO B.C."

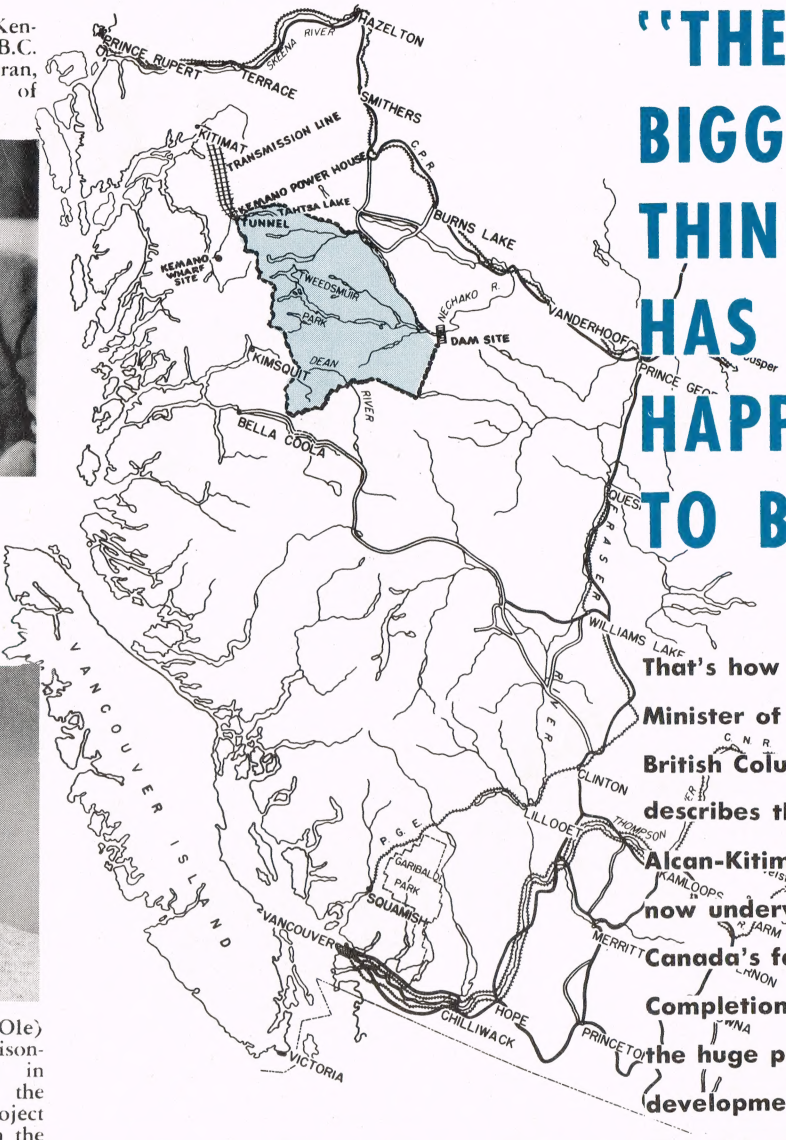
By WILLIAM H. CRAIG

That's how E. T. Kenny, Minister of Lands and Forests in the British Columbia government describes the $555,000,000 Alcan-Kitimat project now underway in Canada's far-western province. Completion of the first stage of the huge power-aluminum development is slated for 1954 and will cost $160,000,000.

Thirty-four year old Jack Kendrick, graduate engineer of U.B.C. and Royal Canadian Navy veteran, is Alcan's assistant manager of Project British Columbia.



Swedish-American A. O. (Ole) Strandberg, formerly Morrison-Knudson's project manager in charge of installations on the Grand Coulee Dam, is project manager for this contractor on the Alcan-Kitimat project.



SWEATSTAINED and weary, they trickle into Burns Lake in twos and threes late on Saturday afternoon—bronzed husky construction men, shovel operators, cat skinners, truck and tractor drivers, loggers and, plain bull workers—looking for a night's relaxation after their week's toil. Before long the sidewalks are crowded with men, but the streets that have rumbled all week with the roar of tractors, trucks, bulldozers, and other heavy equipment are quiet now, except for the sound of the occasional car. As darkness falls, the RCMP patrol goes out in threes.

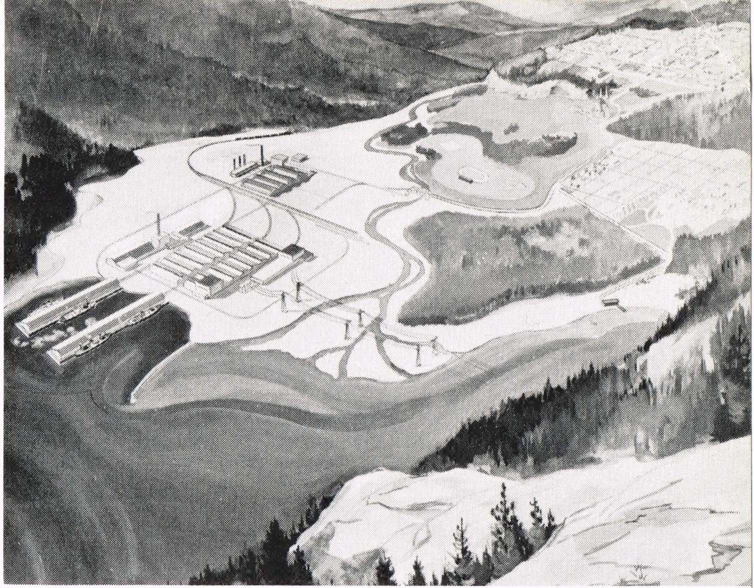
The boom that has already doubled the population of tiny Burns Lake on the CNR, midway between Prince George and Prince Rupert, is also hitting other B.C. towns and villages as Alcan's gigantic Kitimat project gains momentum. Already, new towns, among them Kemano and Nechako, are springing up between the coast and Vanderhoof in the interior, and this is just the beginning. As one old timer put it, "B.C. is boom-happy once again."

The boom atmosphere is strong throughout the province as men and machinery begin to carve out a new empire in the wilderness of central B.C. Skeena's federal member of parliament, E. T. Applewhaite, calls it "the biggest thing that has happened to B.C. since they built the C.P.R." while E. T. Kenny, the province's minister of Lands and Forests tops this with the claim that the project is "the biggest thing that has ever happened to B.C."

Ranking with the world's great engineering feats, the Kitimat project, when it is completed, will have reversed the flow of a 150-mile lake and river system so that its waters plunge thousands of feet down two great tunnels driven through to the base of the mountains; sunk a great underground powerhouse into the solid rock to convert the power of the plunging waters into electricity; strung a power line over fifty rugged miles of the most inaccessible part of an inaccessible land; built a great aluminium smelter on a site which is now hundreds of miles from anywhere; and, finally, founded and built a new ocean-port city capable of housing and providing a living for tens of thousands of people.

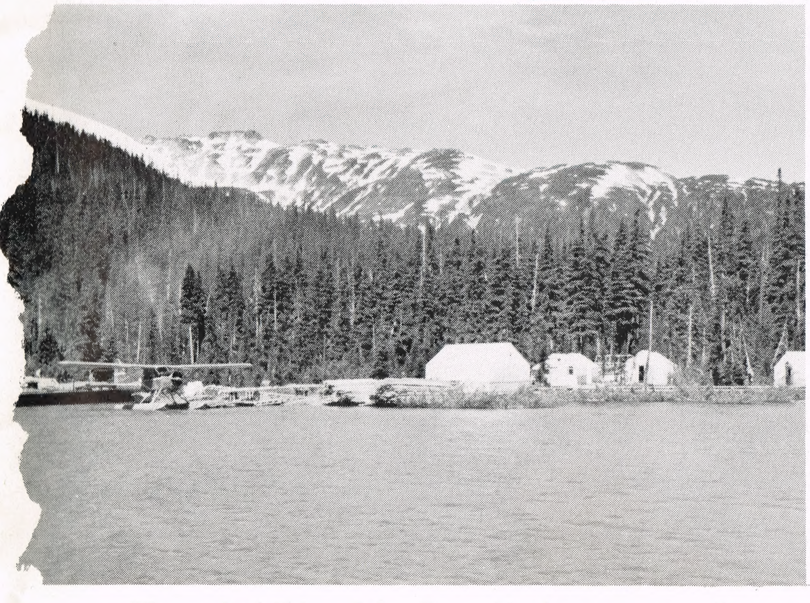
To do all this, according to Alcan's president R. E. Powell, approximately 200,000 tons of steel, 24,000 tons of aluminum, and 4,000 tons of copper will be used, while the bill for the completed project in all its details is expected to come to a shattering $555,000,000, more than Canada's whole budget for the year 1938. From it,

Kitimat town, smelter, and dock site as it looks today.

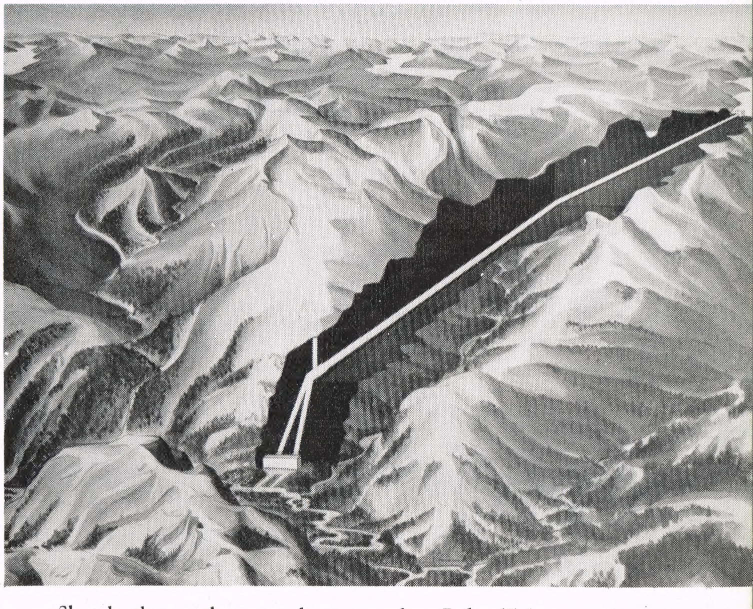


Kitimat as it will look when docks, smelter, and townsite are completed.

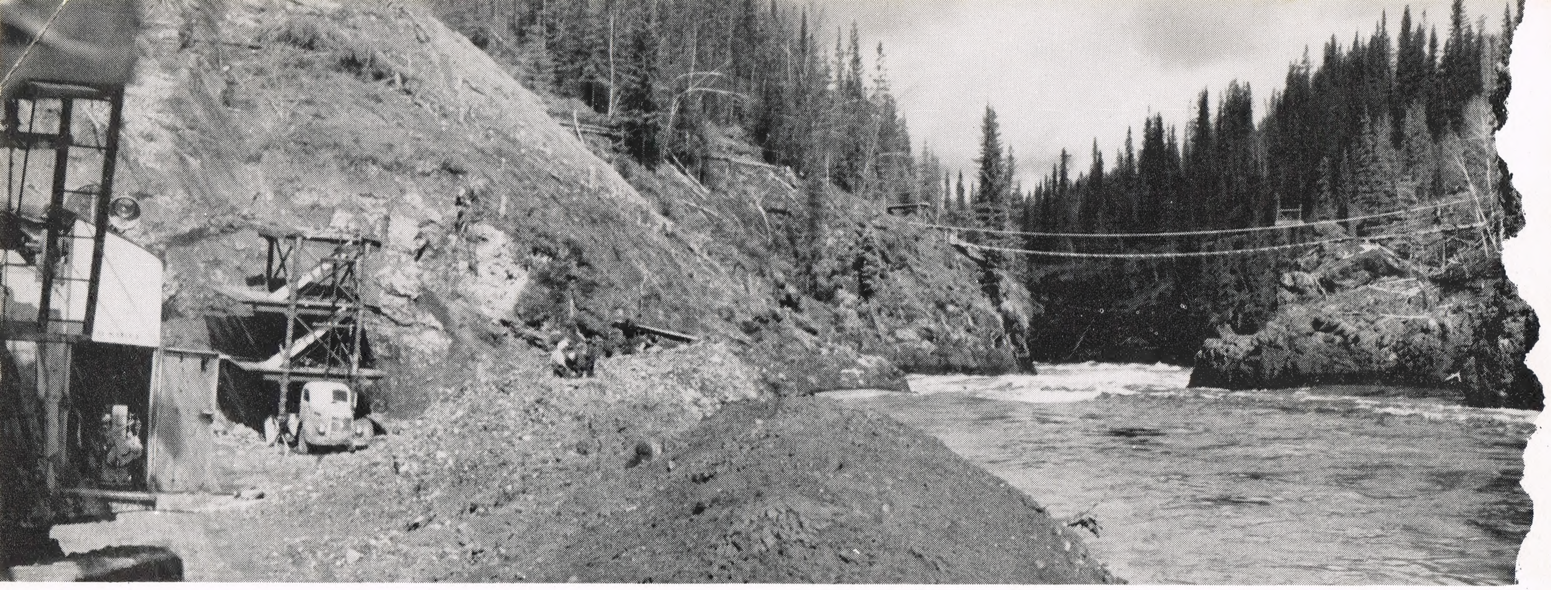
Supplies are brought in to inspection and working parties by men experienced in the ways of B.C.'s interior waters.



West end of Tahtsa Lake. From this shore two ten mile tunnels will pierce the rugged mountains to the powerhouse on the other side, 2,600 feet below.

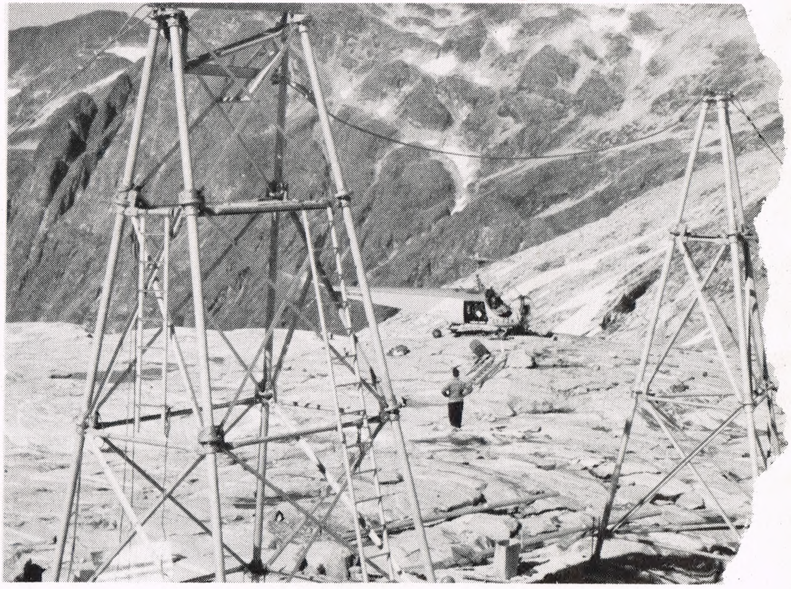


Sketch shows the tunnels connecting Lake Tahtsa with the Kemano underground powerhouse 2,600 feet below and ten miles away.



Entrance to the 1,539-ft. diversion tunnel completed this summer. The tunnel will temporarily change the course of the Nechako River (right) until the dam is completed.

Rugged terrain on the route of Alcan's proposed transmission line between the Kemano powerhouse and Kitimat.



Test transmission span erected at Kildala Pass at a 5,350-ft. elevation on the transmission line route. All material for the span was carried by this helicopter.

From this point in the Kemano River an access road (right centre) was pushed through to the power house site eleven miles away, in three months.

B.C. will raise its head among the country's industrial provinces and Canada will emerge as unquestionably the world's greatest and cheapest source of aluminum.

Alcan Invited

The Kitimat story goes back to the year 1947. In that year, the government of British Columbia, sparked by Lands and Forests Minister E. T. Kenny, driving force behind the province's post war industrial expansion, invited the Aluminum Company of Canada to come out and take a look at B.C.'s undeveloped power resources and to consider putting them to work in the production of aluminum.

Alcan, aware that present demand for aluminum was exceeding world capacity, was looking around for possible sites for expansion. The company accepted the invitation and its engineers went out and took a look. They liked what they saw and, in the next three years, spent close to $1,000,000 surveying and carrying out engineering studies in the province. Under the personal direction of Alcan vice-president McNeely Dubose, the company's expert on hydro-electric developments and key figure in the rapid wartime construction of Shipshaw No. 2, the preliminary work went forward rapidly.

Early in the survey, examination narrowed down to two possible drainage areas where sufficient power could be economically developed for aluminum production. One, known as the Chilco area, was soon eliminated because of its importance to the sockeye salmon industry. Any major power development, it was felt, would interfere with the spawning habits of the salmon and injure the industry.

The second area, a plateau in the great and largely unknown Tweedsmuir National Park was finally settled on. The district, referred to by Lord Tweedsmuir as "the land of the golden twilight on the rim of the great unknown", contained all that Alcan engineers were looking for, though it must have taken a great deal of imagination to visualize it in that wild expanse of water, rock, and bush.

The plateau, about 350 miles north and east of Vancouver and south and east of Prince Rupert, is literally surrounded by mountains. Drained by a chain of lakes and rivers flowing eastward into the Fraser, its water power potential, proximity to ice-free tidewater and to the C.N.R. mainline, convinced Alcan that there a large-scale aluminum development would be thoroughly practicable and economically possible.

By January, 1951, engineering studies and plans had reached an advanced stage of completion and Alcan signed an agreement with the British Columbia government granting the company the right to develop power for an aluminum project. In April, Nathanael V. Davis, president of Aluminium Ltd., Alcan's parent company, announced that work would begin immediately on the first stage of the project.

Ambitious Scheme

Alcan's overall plan calls for throwing a dam across the Nechako River, which now carries the waters of the chain of lakes and rivers, draining 9,600 square miles of territory eastward into the Fraser. This dam will back up the waters a hundred and fifty miles towards the west and against the Cascade Mountains. Two great tunnels driven more than ten miles through the Cascades and with a vertical drop of 2,600 feet will provide a western outlet for the waters which will generate ample hydro-electric power for the project. Sunk into the rock at the lower end of the tunnels, near the Kemano River, two powerhouse caverns, each 80 feet wide and 500 feet long, will develop up to 1,600,000 h.p.

From the powerhouse, a transmission line fifty miles long will carry the power northward across the mountains to a great smelter, capable of producing up to 1,100,000,000 lbs. of aluminum per year. The smelter will be built at the head of Douglas Channel, a twisting ice-free fjord cutting deep into the interior of the province.

On the shore at the head of this fjord and about one mile from the smelter, deep water harbour installations will be constructed and will provide an ocean port open all year round for the entry of raw materials and for exporting aluminum ingot. Around this port, on the site of the deserted Indian village of Kitimat, a city will be built to include housing for employees, schools, hospitals, etc. Within three years Kitimat will have a population of approximately 7,000, while provision is being made for the town to expand to up to 50,000 people.

Mr. Davis, in announcing the decision to go ahead with the project, stated that the job would be tackled in stages. The first stage will be completed by 1954 and will provide 300,000 h.p. of hydro-electric power to produce 200,000,000 lbs. of aluminum per year. For this stage, $160,000,000 has been earmarked and construction has already started with 3,500 men now at work. Alcan estimates that $23,000,000 will be spent this year in the initial construction.

Completion of all stages of the project will boost the firm power output to 1,600,000 h.p. and the production of aluminum to 1,100,000,000 lbs. per year, and will depend on the state of the world market for aluminum. Schedules are so organized that if demands justify it, stages can be telescoped and the whole project accelerated.

Largest Dam

Key element in the power section of the plan is the Nechako River dam. Three hundred and ten feet high, rock faced with a clay core, the dam will be the largest earth filled dam in the British Commonwealth. It will raise the level of Tahtsa Lake, a hundred-odd miles to the west, from the shores of which the tunnels will be driven through to the powerhouse site, by fifteen feet. The other lakes and rivers in the chain will be raised correspondingly.

The raising of the water levels will, of course, inundate small strips of land around the shores of the lakes and some of the rivers. However, such flooding will not be serious and, since the land is only sparsely populated, does not constitute a major problem. Alcan valuators, negotiating with residents whose lands are affected, are meeting all fair demands for compensation.

The Morrison-Knudson Company, whose name has been associated with some of the world's greatest construction undertakings, has been given the contract for the dam, as well as for the tunnels, powerhouse and the necessary roadwork connected with these items.

Work on the dam project has already started and a 1,539 ft. temporary diversion tunnel 32 ft. in diameter to change the course of the Nechako River during con-

(Cont'd on page 24)

BEHIND THE

The cheers and laughter of thousands of children who see the annual Santa Claus Parade of the T. Eaton Company are the result of months of planning and creative activity of artists, sculptors, and designers, and the skilled work of craftsmen.

THE Massey Commission Report on the arts does not include reference to the Santa Claus Parade in Toronto and Montreal but it is art, none the less, and some of Canada's top designers and a noted sculptor contribute to its creation. And this parade—all $50,000 worth of it—is considered to be the biggest and best of Santa Claus spectacles on the North American Continent.

When the jolly gentleman rides into town each year thousands of children gasp in delight at the creative ideas of Fred Weyman, illustrator, painter and muralist; George Menzies, a graduate of Scotland's Dundee Art School; Donald Stewart, the sculptor; and twenty-three-year-old Donolene Griffiths who spent four years at the Ontario College of Art.

The laughing children of Toronto also see their parade in miniature in the store windows of the T. Eaton Co. Ltd., perennial sponsors of the bewhiskered gentleman. This delicate toy reproduction is the work of Harry E. Tallman about whom Chatelaine Magazine has said: "No problem has ever stumped him yet, whether the job is an elaborate Cinderella coach or public scheme in miniature." It was Tallman who in 1946 created nine houses in miniature,

Designer George Menzies, chief member of the six-man year-'round Santa Claus Parade staff, last month took the lid off the 47th annual production in Toronto. The pert little girl in the trunk is designer Donolene Griffiths.

PARADE

By ROBERT GRANT

each of them representative of the nine provinces, which went on display across the nation.

The regular year- round staff for the Santa Claus Parade consists of six key people; George Menzies, in charge of construction; Donolene Griffiths, and four expert carpenters. These six people can be found at Christmastime or in July working in paint-stained overalls, in a small west-end Toronto warehouse, using hammers, brushes and a goodly amount of patience to further the difficult task of readying the giant show for the road.

Keeping an experienced eye on all parade matters is Jack Brockie, producer of the spectacle for twenty-three years. Brockie states, in modest understatement, that the parade of today is "something of a far cry" from the first parade in Toronto in 1905 when Santa came to town astride a packing case placed on the back of a lorry.

The parade of today generally consists of fourteen floats, thirty-two fairy-tale or story-book figures affixed to wheeled platforms, and perhaps two or three horse-drawn carriages. It takes eleven railroad flatcars and two boxcars to transfer the Toronto parade to Montreal and some 1,500 people are directly involved in escorting Santa through the crowded streets of each city; people ranging from parade truck drivers and policemen to adults and children in costume.

By now, the 1951 parade has already been dismantled and producer Jack Brockie is working with designers in the merchandise display department of Eaton's on the parade for 1952. Eaton's Archie Swan is the chief parade designer although he devotes only part of his time to exhibition and spectacle matters.

Rough sketches of floats and costumes will soon be submitted to the producer for approval. Work will then begin on the drawing book prepared for each parade, depicting in careful detail the floats and funnies for the next parade.

Down in the Santa Claus warehouse, construction chief George Menzies and his staff will soon start construction of the wooden frames (or armatures) for the various floats and figures. When May rolls around, Menzies will hire four or five students of the Ontario College of Art for summer work. Also to be called in for help will be such free-lance artists as illustrator Fred Weyman, sculptor Stewart, and a color expert.

It might be of interest to note that the students from the Ontario College of Art earn sufficient funds from their Santa Claus labours to cover their expenses during the winter months at school.

Previous articles on the Santa Claus parade have, as a rule, placed emphasis on the actual factory production of the spectacle, yet thousands of parents who endure cold and the impatient cries of their children on the day Santa comes to town, may also be interested in the people behind the scenes.

Illustrator Fred Weyman, for instance, a man in his late thirties, has worked on the parade for the past fifteen

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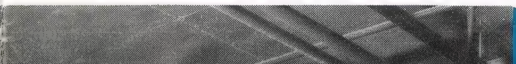
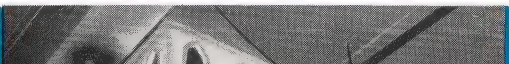


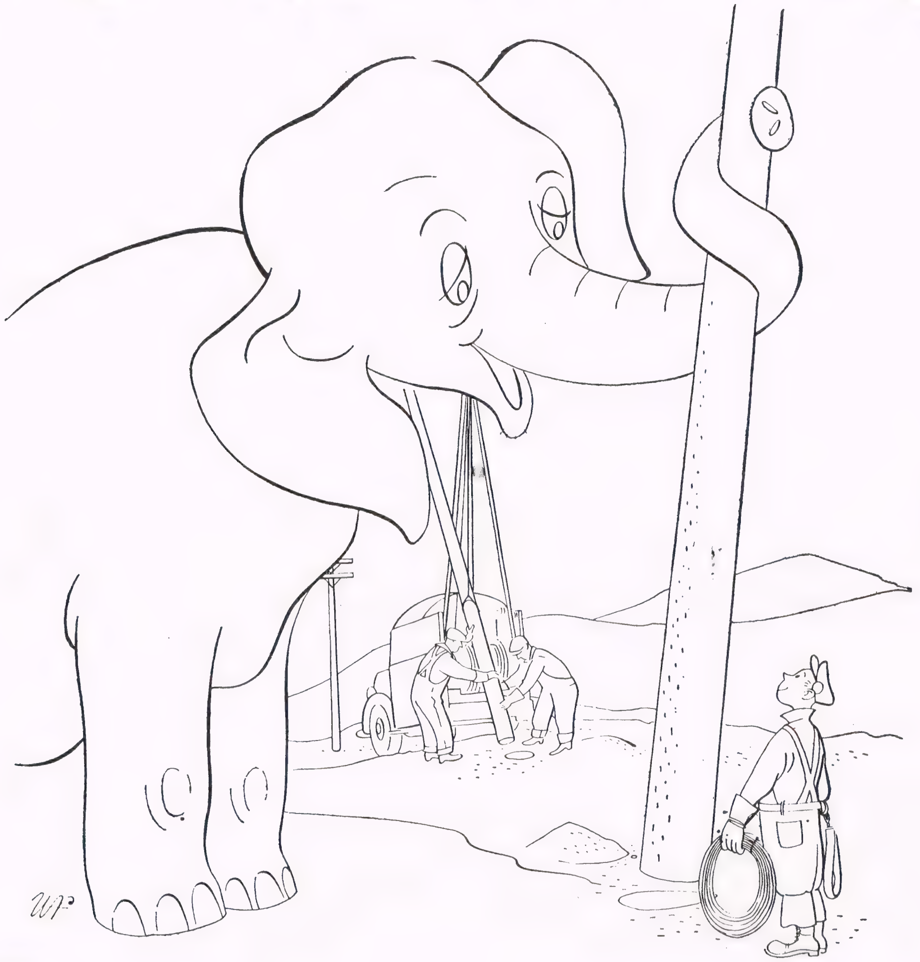
Dining in Santa's own chariot seat beneath warehouse pipes are three "extras" called in to work on the show shortly before it hit the road.



Above, designer Griffiths builds a house.

This cow is neither chewing cud nor a paint brush—she's just being prettied up.

IT'S REMARKABLE



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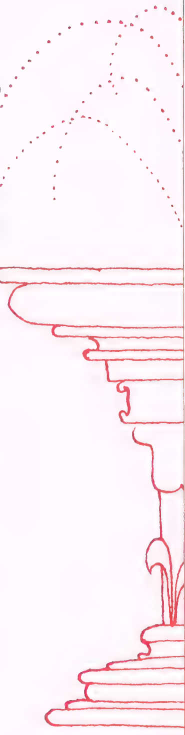
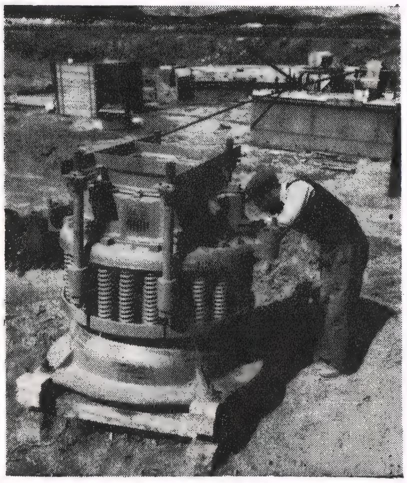
"A FOUNTAIN, RUNNING SILVER"

By
RALPH GORDON



Entrance to an ancient mine shaft at Laurium. From these mines the early Greeks found the wealth that gave them supremacy in the Mediterranean world.



Mining equipment purchased through the Marshall Plan is making it possible to re-open these mines.

WHEN the ships of Athens reduced Xerxes' invading Persian fleet to a collection of burning hulks in Salamis Bay in 480 B.C., silver from the mines of Laurium made possible the victory, one of the most important of all time. By means of the wealth derived from these mines, situated about twenty-five miles from Athens, the little Greek city-state was able to stem the might of Persia and effectively prevent eastern penetration of the west.

It was silver from Laurium that gave Athens commercial supremacy in the Mediterranean world, a supremacy that was so complete that the influence of her scholars and thinkers would remain dominant in western civilization for thousands of years.

Today, the mines are again being called on to assist Greece. Modern Greece, all but bankrupt, needs all the help she can get and, if a project now under way at Laurium proves successful, that help may come from the source of her former greatness.

Not only silver, but lead and zinc as well, are being sought by the mammoth mining company, Ventures Ltd., now carrying out a planned exploration of the area. Headed by fabulous, publicity-shy Thayer Lindsley, of Toronto, reigning sovereign of Canadian mining, Ventures Ltd. intends to expand and rework the mines using modern methods and techniques.

The Laurium story of modern times is a story of stops and starts. For many centuries—until 1873—the mines were ignored. Shafts and tunnels caved in and some of the pit mouths were obliterated. In the late 1800's a group of enterprising individuals saw possibilities in the recovery of metals, mainly lead and zinc, left in the ancient mine dumps. The Greek Laurium company was formed and, until the middle of World War I, six million tons of mine waste and tailings were reclaimed and re-treated. But these operations came to a halt in 1916, when the smelting plant was closed due to a lack of coke.

Greek Laurium came back to work the mine dumps in 1927 but it again halted operations—this time in 1931—as a result of the low market price of lead. Throughout these operations Greek Laurium confined itself to the mine dumps; at no time did it mine underground. A second company, formed a few years after Greek Laurium, mined underground for a short time before 1900.

Thus it was not until 1949 that a new chapter of the Laurium story began to be written. In that year Mediterranean Mines Ltd., a company controlled by Lindsley's Ventures Ltd., received a preliminary loan from the Marshall Plan with which to buy mining equipment (including Northern Electric wires and cables) and to build, among other things, a 200-ton capacity concentrating plant. This advance loan will be repaid, if all goes well, by shipping lead and zinc to the U.S. strategic stock pile.

In the days when Greek Laurium was working the mine dumps the annual production (until 1915) of lead ore approximated 170,000 tons; that of zinc, 36,000 tons. The amount of silver obtained is unknown.

There are more than 2,000 pits in the region; some are almost 400 feet deep. None extend below sea level. Apparently the ancient Greeks were unable to cope with the underground water and the thick marble beds.

The times of Aristotle saw the silver content of each ton of ore range from 40 to 120 ounces. Judging from the dumps of the old workings modern geologists say that silver to the value of $800,000 was produced when ancient mining hit its peak.

"A fountain, running silver, a treasure of the land." That's how the Greek writer of tragedies, Aeschylus, described the Laurium area. Herodotus and Aristotle both attributed the great prosperity of Athens to new discoveries at the silver mines.

Silver from the mines enabled the Greeks to build a fleet of ships and defeat the Persians. Today, Laurium may help the Greeks to beat an economic depression.

YULETIDE APPETITES

For you who are bored by the festive board, Shannon presents food ideas from many

CHRISTMAS means many things to many people, but to most people of the Christian faith it has at least one thing in common: it is a feast day. Feast days imply food and right there the similarity ends, for what is delectable to one nation is execrable to another. To hail the Yuletide, the Finn will sink his teeth into a dried cod while the Rumanian smacks his lips over a stuffed pig's stomach. Both have the comfortable feeling that goes with Christmas dinner but one would be amazed at the taste of the other. And we can't understand the taste of either.

Here, the apt remark is that it takes all kinds of people, etc., but we will narrowly skirt it and instead point out that this gives us a lead into a story on Christmas food around the world. But before we consider the odd eating preferences of those other than ourselves, let us first examine the warp and woof of our own Christmas dinner.

First and foremost is the turkey. Noble bird, he sits there stuffed and brown while the family drools and snarls and waits for Father to slowly dole him out. The last faint strains of "Hark the Herald Angels Sing" from the radio blend with the soft rustle of paper hats to form a fitting background to the feast that follows.

Traditional Christmas dish though it is, turkey is a comparative newcomer to the festive board. Christmas was already nearly sixteen hundred years old before the turkey was introduced into England and became the approved Yuletide fare for the English speaking world. Before that? A suckling piglet with an apple in its mouth, of course.

The roast pig tradition has been perpetuated in the familiar Christmas ham, a tradition that is likely to die out this year in our house unless somebody does something pretty quickly about the high cost of meat. Its demise would be a sad one too, because what more appropriate picture of our civilization could there be than the Christmas dinner table, a turkey at one end, a ham at the other, and the family stuffing itself in between.

Sharing the spotlight with turkey on the great day is plum pudding. Often called "The Fat Man's Friend", plum pudding is a rich, dark, glutinous mass and is properly served drenched with brandy with hard sauce on the side. It has a much older, if more tattered, history than turkey and had its origin in an unpleasant concoction called *frumenty* which consisted of hulled wheat boiled and reboiled in milk. Both name and substance should surely be of interest to a certain cereal company in Battle Creek, Mich., and we don't know how they could have missed it.

Even in its day, *frumenty* wasn't considered particularly palatable and housewives, in order to get the family to eat it, had to add sugar and spices. Later, they tried dried fruits and, still later, that fine old English standby, suet. By that time, *frumenty* had changed its character and became plum pudding. And just in case the family didn't like it yet, the housewife added a generous dollop of brandy and they all clapped their hands at such a fine sight when the plum pudding was trundled into the table.

Christmas cake is more difficult to track down. So difficult, in fact, that we found we were unequal to the task. Special cakes for Christmas are universal and have been for centuries, but why ours takes the special form it does, books, encyclopaedias, and the boy who delivers our cakes from the bakery refused to tell us. Perhaps Christmas cake has a common ancestry with plum pudding in *frumenty*.

Mince pie, our personal favourite, also goes back into the very early days. Originally baked in the shape of a manger, it represented a compound of the choicest products of the East and symbolized the gifts of the Wise men. Possibly its place of origin was Italy since, for some reason or other, religious tracts written at the time of the Reformation sailed into the mince pie as a subversive influence and not at all the sort of food for good Protestants. One furious tract writer, no man to mince his words, called it "idolatrie in crust". "Such pye," he wrote," is an hodge-podge of superstition, popery, the devil, and all his works." So, if you are a Protestant and you eat mince pie this Christmas, you do so at your own risk. All we can do is warn you.

Over the border in Scotland, a traditional Christmas dish was "*new sowens*" and, for all we know, it probably still is. Like *frumenty*, it too might have a future as a prepared cereal in a red and green box. "*New sowens*" consisted of the husks and siftings of oatmeal, a rugged repast for a rugged race. It was served in bed on Christmas morning and the partaker of this dainty dish was supposed to jump out of bed as soon as he finished it and who wouldn't?

Just in case you think there was something peculiar about the early English and Scottish tastes, take a quick run over to Costa Rica some Christmas. There you will find the locals sitting down to a fine dinner of roast *tepisquintle*. For those who don't know their Costa Rica, *tepisquintle* is the Indian name for an apaca. For those who are just plain ignorant, an apaca, so we are informed, is "a cross between a wild hog and a glorified rat". We admit the combination sounds unlikely, but if the definition is wrong, blame our informant. His name is available on request.

Another year, you might spend Christmas in Poland. Before the Iron Curtain dropped, the Poles would have invited you to a tasty Christmas dinner consisting mainly of *golumpi*. Whether you would have enjoyed it or not would have depended on whether or not you like chopped meat rolled in cabbage leaves, stewed in the oven, and served with vegetables and sour cream.

Poland is fine for you who like *golumpi*. For us, we would have stopped off in France on the great day and, while you unrolled the cabbage leaves from your chopped meat, we would have torn into a Gallic spread featuring a mighty turkey stuffed with truffles; black pudding; Strasbourg pie (truffles and livers of geese); boar's head jelly stuffed with pistachios; oysters; lobsters; crayfish; snails; and frogs' legs. We might have passed up the last two but we feel sure we would have satisfied our appetite out of the rest.

AROUND THE WORLD

By
ROSS K.
SHANNON

lands. A selection from his list would give you a Christmas dinner that would be new and different.

Since we started this project, we have left strict instructions with our wife never to let us spend Christmas Eve in Italy. Russia? O.K., if it is necessary. Korea? Well, perhaps. But Italy? Never! Not that we have anything against the country. We knew an Italian once and he was a very decent chap. It's just that our admiration for the race stops short of their Christmas Eve dinners. How does stewed eels, fried eels, dried cod, and squid appeal to you?

Italy is not alone in its liking for finny Yuletide dishes. Central Europe is inclined that way too, notably Czecho-Slovakia where a seven course meal is crowned by a baked carp with a spice sauce. Carp is also found on Christmas tables in parts of Germany while herring salad to Saxony and Thuringia is what turkey and cranberry sauce are in Toronto. Another carp-loving country is Austria but there they serve it chopped and baked, along with beef and beer.

Norway has a Christmas fish dish that sounds disgusting if not actually poisonous: codfish steeped in lye. If you survived the fish, however, there would be a whole roast pig and a special Christmas sausage to take away the taste of the lye. Armenia, too, likes its fish, and Christmas Eve there without fried fish, lettuce, and boiled spinach would be drab and empty indeed.

What Russia eats today at Christmas time is unknown to us, but in the Russia of the Tsars, Yuletide was the signal to serve cold fish followed by roast pig.

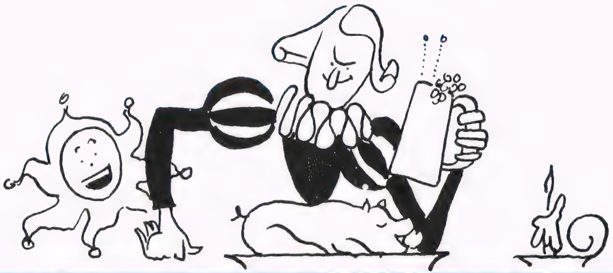
We rather like the sound of the traditional Bulgarian Christmas dish; goose baked on a bed of sauerkraut. We would also accept invitations to Christmas dinner in Denmark and look forward to eating roast goose stuffed with prunes and apple cake and whipped cream. We might spend a little time toying with the dish of rice served as a Yuletide appetizer in accord with the Danish custom, but we might be the lucky diner and find a whole almond in ours, in which case we would win the prize. We hope the prize wouldn't be another dish of rice.

Now let's try the exotic. How about Argentina, where roast peacock is served on the lawn on balmy December 25 and typical Christmas weather has nothing at all to do with snow? Or Syria, where they prefer a Christmas table crammed with roast chicken, oranges, and Turkish Delight?

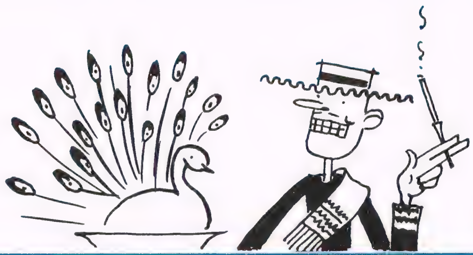
We trust this information on Christmas foods from all over won't make you dissatisfied with the dinner your good wife so proudly lays before you on the day. We, ourself, after having dug up this information, had a few ideas on varying the usual Yuletide menu but when we suggested politely to our wife that she might keep her eyes open for a nice tender *tepisquintle* for Christmas, she wasn't entirely in accord with the idea. As a matter of fact, she reminded us of the state of the family finances and suggested that the only way we would eat at all on Christmas was if we surpassed our usual bowling prowess and came home with a bird. Under the circumstances, we said nothing at all about having a side dish of stuffed pig's stomach. Women have no imagination.

TURKEY

NEW SOWENS



PIGLET



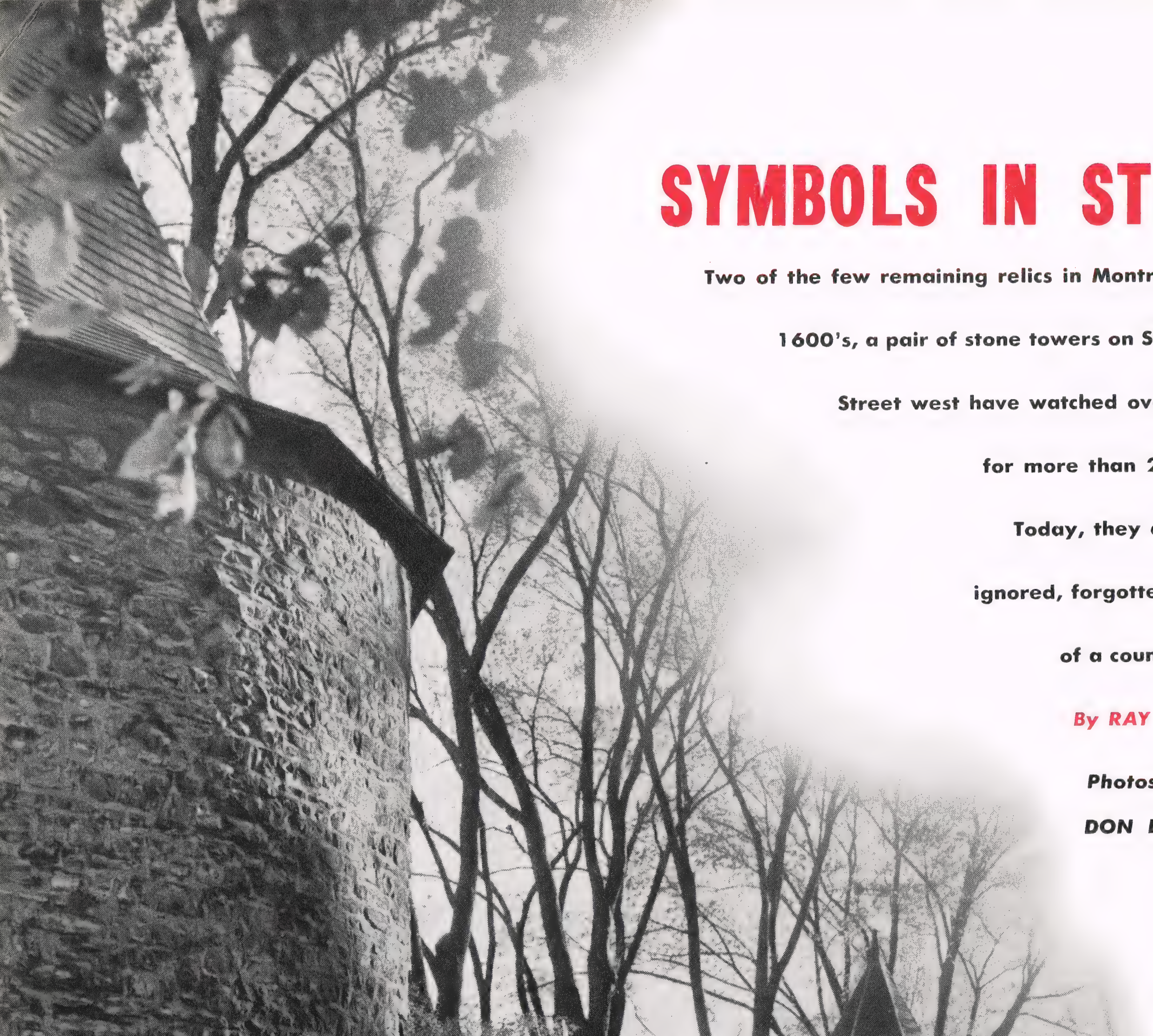
PEACOCK

SYMBOLS IN STONE

Two of the few remaining relics in Montreal of the 1600's, a pair of stone towers on Sherbrooke Street west have watched over the city for more than 250 years. Today, they are all but ignored, forgotten symbols of a country's past.

By RAY GAUTHIER

Photos by DON LANGFORD



Monuments to the struggles of Canada's earliest white settlers, the two squat stone towers are softened by time and the luxuriant vegetation of the Seminary grounds. In the near tower, Marguerite Bourgeoys taught school in the latter 17th century.

ONE autumn evening more than two hundred and fifty years ago, the Sulpician Fathers in a little mission outpost at the foot of Mount Royal were worried. Trouble, never far below the surface in that wild land, was brewing, and the missionaries waited anxiously and helplessly for it to develop.

Beneath a harvest moon, the Indians were celebrating on liquor provided by the fur trade. Scores of shouting, dancing savages, their cries piercing the stillness of the night, threatened the safety of the mission. As the Fathers watched the drunken frenzies of the Indians in the light of their campfires, they were alert for signs of danger.

At the height of festivities, a drunken Indian fired his musket, and in so doing inadvertently set fire to a sheet of tree bark. The flames crawled onto a keg of powder and, a few minutes later, it exploded with a great roar, scattering flames throughout the clearing. Fire spread rapidly and the priests and drunken Indians were powerless to halt its march. Within four hours the devastation was complete. The mission chapel was razed; fifteen mission houses were burned to the ground; and all of the Indian huts were destroyed. Thus, in the year 1694, did this important mission outpost of civilization, near Ville Marie—mother of Montreal—go up in flames.

The destruction of their mission was a cruel setback for the Sulpicians who had toiled so hard to found it, but Francois de Belmont, priest and leader of the settlement, lost no time in drawing up plans for its reconstruction. This time, he decided, the mission settlement would be built of stone, not only to make it fireproof but to provide greater protection against Indian attack as well.

de Belmont's plans materialized and it was not long before Mount Royal looked down upon a walled colony, in the centre of which were a chateau, a church, and a large house for women and children. At each of the four corners of the enclosure a stone tower, complete with apertures through which muskets could be fired, provided necessary protection.

Today, ten generations later, you can walk along Sherbrooke Street west, near Atwater, and find two of these towers still standing. Their cone-shaped roofs and circular walls half hidden by the trees on the grounds of the Grand Seminary for Priests, they watch over the land they have protected since 1694.

For the historian, ten generations is but a short period of time. Yet in the life of our country it stretches back into its earliest beginnings. The fire in the mission was in 1694, sixty-five years before the Battle of the Plains of Abraham, and eighty-one years before the American Revolution. When the towers were built, North America was a vast forest, uninhabited except for savages and a handful of hardy colonists and missionaries. Today, the towers are as solid in their foundations and walls as they were in the year they were erected. The Sulpicians built for the future out of their determination that their stay in New World would be more than a temporary affair.

Monseigneur Olivier Maurault, noted historian and rector of the University of Montreal, points out that these towers are two of the few remaining vestiges in Montreal of the 1600's. Built for protection, the towers, according to Monseigneur Maurault, were not always used solely for the purpose. The second tower you come upon as you walk west on Sherbrooke Street was once a school for Indian children; and thereby hangs one of the most fascinating tales in Canadian history.

One of the sisters who taught the Indian children to read and write in that tower was Marguerite Bourgeoys, founder of the storied Sisterhood of the Congregation of Notre Dame, and destined soon to be raised to sainthood. The home and training school of this teaching order today is the great Mother House on Sherbrooke Street, a short distance west of the tower in which Marguerite taught.

In 1648, Marguerite Bourgeoys arrived in Ville Marie from France, soon after this western bastion of French power in the New World was founded by Chomedy de Maisonneuve. Three years after her arrival, Marguerite asked for and was granted financial support from Maisonneuve to start a school for French and Indian children. Her first classroom was a tiny stone stable that stood on land now the intersection of St. Paul and St. Sulpice Streets in lower Montreal.

In 1683, the representative of the King of France at Ville Marie, Intendant Duchesnau, asked the King for "five hundred to six hundred pounds" which would go toward the education of Indian girls. The money was granted and Marguerite Bourgeoys' project expanded.

After the Sulpician mission below Mount Royal, was rebuilt, Marguerite Bourgeoys extended her teaching to include the new stone mission-fort. According to Monseigneur Maurault, she would often leave her school in Ville Marie and make her way through the fields and bush by a path that led to the walled mission at the foot of the mountain. There she and her helpers would gather the Indian children in the west tower and teach them their letters. When the French Bishop of Quebec visited the colony during this period he found forty Indian maidens, under Marguerite Bourgeoys learning to read and write the French language.

The stone towers stand as monuments to Marguerite Bourgeoys and the early struggles of Ville Marie. One of

*(Continued on page **30**)*

Through the window of the east tower, now used by the Seminary as a toolhouse, the thickness of the walls can be seen. Beneath the floor of this tower is the burial place of a brave Indian warrior and an Indian maid who became a nun.

Hockey Fans Are Sc

FOLLOWERS OF CANADA'S NATI

EVER since leaving the exalted state of bachelorhood, one of my bad habits—claims Mrs. Fisher—has been to curl up with a newspaper and proceed to lose myself in same for the better part of an evening.

The merits, or otherwise, of this vice of mine, won't be discussed here. I mention it only as an attempt to describe to readers the position, or if you prefer, condition I was in when the phone rang that February night in 1950.

After three lusty rings of the devilish instrument failed to stir a response from the missus, I carefully put the paper aside, then leaned over and picked up the receiver.

"Mr. Fisher?" inquired what appeared to be a timid voice at the other end of the line.

"That's right."

"Mr. Red Fisher of . . . . . . (naming the national weekly for which I toiled at the time.)

"Yes, yes, what is it?"

"Did you write that story on Dickie Moore, claiming he was the most promising young hockey star in the country?"

"That's right," I beamed, throwing back my shoulders in preparation for the pat on the back via telephone.

"Frankly," snarled The Voice, "I think you're nuts!" Then he slammed down the receiver before I could even say thank you.

Later that evening, I repeated the bright telephone conversation to my wife.

"Know what," she mused, "sometimes I think hockey fans are screwballs."

When Montreal Canadiens opened their 1951-52 season in mid-October, it was duly noted by one sports editor, who wrote:

"Normally sane folks become hockey fans tonight, which means they lose their grip on eyesight and balance, which has ever been a part of the exciting winter sport. The referees, nice fellows in the off-season, and the linesmen, also good guys normally, will become villains of the deepest dye, seeking to rob our forces. Invading athletes will soon be catalogued as thugs and killers who should be probed by Kefauver. That's hockey."

At times, the hockey fan is a terror to cope with. His emotions rise and fall like a yo-yo on a string and, when aroused, he becomes missile-throwing-happy, to boot. Nobody is safe when the irate fan starts throwing things—least of all the more mature-minded observer who, though sane enough to limit his enthusiasm to exercising his vocal chords, may be conked unceremoniously on the head by a flying rubber, program, or whatever else is at the disposal of the pitcher.

Rubbers, torn programs, and pennies—in that order

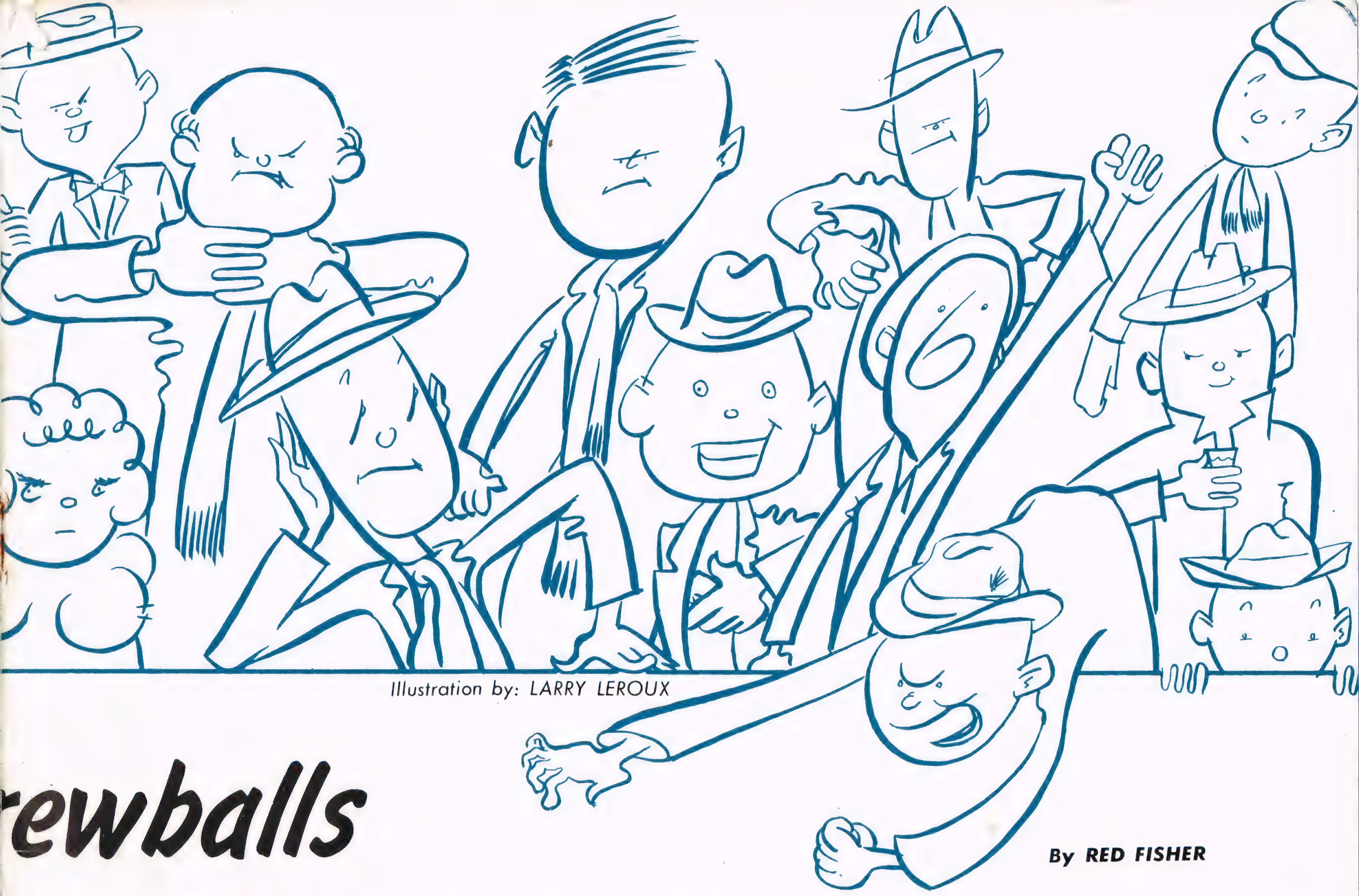


Illustration by: LARRY LEROUX

ewballs

By **RED FISHER**

ONAL PASTIME DO THE "CRAZIEST" THINGS — AT THE DROP OF A PUCK

of popularity—are employed by the fan to display his displeasure when his heroes are "done wrong" by opposing forces or officials. And strangely enough, he'll throw the same things when he's happy, which makes him all the more difficult to diagnose.

Several years ago, Kenny Reardon was No. 1 on the New York Hate Parade. "Horseface", as he was affectionately dubbed by the hockey mob, was strictly poison. On this particular night—Christmas eve the world over, but "Get Reardon Night" in New York's Madison Square Gardens—"Horseface" was in particularly fine fettle. He bounced around the home-town Rangers at will and, on the whole, made a particular nuisance of himself.

Then it happened: Reardon came tearing down one side of the rink when whango! a neatly-plucked turkey—heaved from the gallery—almost bowled him over. Unfortunate, indeed, was the plight of that Christmas bird, but it couldn't have been more sorry than the plight of the bird who did the pitching—when confronted by his wife later that evening.

Hockey leaders still chuckle when they remember the time one enterprising fan poped Ray Getliffe with a very dead and slightly smelly fish, but not so funny—to one Canadiens hockey player—was an episode which occurred in the Montreal Forum late last season.

It was the second to last game of the regular schedule for the home-town Habs, and Rocket Richard, one of the game's greatest stars, was taking a particularly rough ride from the opposition. The excitable gallery was steaming, especially when referee George Gravel failed to punish the rogues who were inflicting punishment on The Great Maurice.

Finally, with their patience at breaking point, the highly partisan crowd gave vent to their abused feelings. They showered the ice with a deluge of rubber that would have made wartime rubber drive organizers prance with joy. Referee Gravel, however, didn't find the crowd's reaction too amusing, even less so when, as he bent over to clear away some of the debris, he was plastered with an egg in one of the softer portions of his anatomy.

Minutes later, he was met with the same shower of rubber when he attempted to face off a puck at the other end of the rink. But this time, George was too clever for the crowd. He refused to bend over to clear away the rubbers which cluttered up the face-off circle. Centre Billy Reay picked up a rubber, and offered it to the official. He was shrugged off, whereupon Reay, in a fit of something or other, flipped the rubber in Gravel's face. Gravel then flipped Reay out of the game. Total: Two hundred rubbers, one slightly chagrined referee, and one very chagrined player.

That's hockey, all right, but oh! those screwball hockey fans!

One of Northern Electric's oldest branch houses, Regina Branch assumes district house status with the establishment of the new Saskatchewan district.

ANOTHER NEW DISTRICT

AT the turn of the twentieth century, the opening up of the Canadian west resulted in Canadian nationhood becoming a fact rather than a convenient fiction. This "opening up" was largely agricultural, as far as the prairies were concerned, and the three mid-western provinces soon took their place in the forefront of the world's great grain and beef cattle producing areas.

Since the last war, the Canadian west has again been opened up, this time to industrial development. An unprecedented boom, coinciding with the discovery of new oil reserves in Alberta and the further exploitation of the rich resources of British Columbia, is changing the complexion of things west of Lake Superior and is resulting in the gradual movement of business to the west.

Northern Electric, in tune with the new development, established on November 1 a new sales district comprising the province of Saskatchewan. Eighth in the company's family and second to be established this year in the west, Saskatchewan district will have its headquarters in Regina and will be under the managership of Clair J. Warner (see facing page).

Regina House, one of the company's older houses, was opened in 1909 with Garnet Perry as its first manager. Originally located in the Dick Block on 11th Avenue, the branch moved several times in the following years until 1929 when it acquired a new building at 2300 Dewdney Avenue, its present location. Until the new district was formed, Saskatchewan was part of mid-west district with headquarters in Winnipeg.

People

E. T. LOUGH

Eber T. Lough, formerly district sales manager at Winnipeg, was recently appointed midwestern district manager. A Northerner for the past 42 years, he has a thorough knowledge of the Canadian middle-west where he has spent his whole business career.

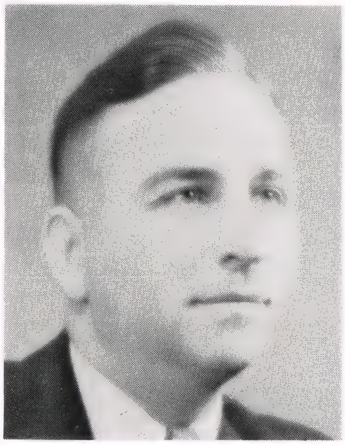
Born in Quyon, Que., Mr. Lough soon shook the eastern dust from his feet and went west. He received his education in Winnipeg and joined Northern Electric there in 1909 as a warehouse helper. He progressed steadily through the ranks and, in 1914, was transferred to Regina as a salesman.

In 1915, Mr. Lough donned the kilt and went overseas with the 43rd Camerons. With that unit he won the Military Medal for gallantry in the field, and was commissioned. He transferred to the Royal Flying Corps in 1917 and finished up the war as a Captain.

On his return, he rejoined Northern at Regina in 1919 and, five years later, was moved to Winnipeg. He was made district sales manager for mid-west district in 1930.

Active in business and community work, Mr. Lough is a member of the Canadian Institute of Mining and Metallurgy, Manitoba Electrical Club, Canadian Club, Carlton Club, and the Southwood Golf Club.

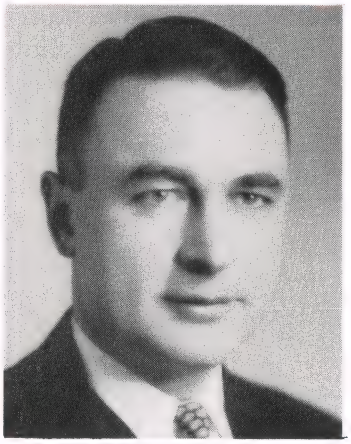
C. J. WARNER



Clair J. Warner, manager of Northern Electric's newest district (see facing page), has had two careers, a business one and an athletic one, since he came to Regina from Pierre, South Dakota, thirty-four years ago. And, strangely enough, in both careers he has followed the same pattern.

To begin with, in each career Mr. Warner started in the ranks: for the company as a clerk; and for the Saskatchewan Roughriders as a player. After steady progress with Northern, he was made manager of Regina branch; after a successful career as a player, he was made manager, president, and executive member of the team. Finally, he was appointed manager of Northern Electric's Saskatchewan district, just as several years earlier, he was elected president of the Western Interprovincial Football Union. And the oddest part of it is that Clair Warner did all this without having to move out of Regina.

D. K. ATKINSON



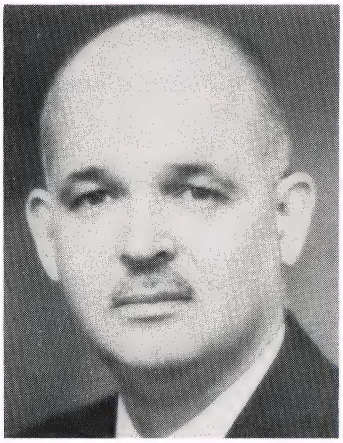
The new district sales manager for midwestern district is David K. Atkinson, until recently manager of Montreal sales in eastern district. A native of Scarborough, Ont., this will be his first experience with the company west of central district.

Mr. Atkinson joined Northern Electric at Montreal in 1930, after graduating from Queen's University in maths and physics. During his 21 years with the company he has had a wide and varied experience and has served as telephone engineer; illumination manager; new business manager, Toronto; government sales service manager; sales manager of the electronics division; market research manager; and export manager.

Until his transfer to Winnipeg, he was a member of the Montreal Board of Trade, the Montreal Board of Trade Associates, the Electrical Club of Montreal, and the Engineers' Club.

People

A. J. KENNETH GRIFFITHS



It isn't every man who can tell you that he has guided the work of such varied civic campaigns as a flood relief drive and a community concerts association. One of the very few is A. J. Kenneth Griffiths, newly-appointed assistant general service manager of the general sales division. Mr. Griffith was director of Belleville's Community Concerts Association and co-chairman in Belleville for the Winnipeg Flood Relief Campaign.

He was also the first president of the Belleville Sales and Advertising Club and is a past-president of the Belleville Rotary Club. And that isn't all: he has taken an active interest in Red Feather and Crippled Children's Campaigns as well.

Mr. Griffiths joined Northern Electric in 1920 at Shearer Street and the following year went out to Vancouver as an accountant. Nine years later, he returned to Montreal, and, until 1939, was in the payroll department at Beaver Hall Hill. In that year, he moved to the general sales division as an accountant in Montreal and, in 1944, he became accountant in the electronics division. In 1948, Mr. Griffiths took over the combined functions of manager of sales, service, and personnel of this division, and, a year later, devoted his full attention to sales as sales manager for the division.

PETER THOMPSON

Peter Thompson, new manager of lamp sales in the general sales division, is a native Torontonian and has spent his eighteen years with Northern Electric in central district.

Born and educated in the Queen City, he joined Northern Electric as a service correspondent at Toronto in 1933. Two years later he went to London as service supervisor and, in 1939, he transferred to sales as illumination field specialist covering London, Windsor, and Hamilton territories. In 1942, Mr. Thompson was appointed manager of illumination and industrial heating sales for central district and, shortly afterwards, went on loan to the Allied War Supply Board. In 1949, he became central district merchandising manager.

In his new position, Mr. Thompson will have his headquarters in Montreal and will coordinate lamp sales for all districts of the company. A member of the Illuminating Engineering Society, he has also been active with the Niagara District Electric Club and the Lion's Club.

CLAYTON DOLIGHAN

Clayton Dolighan, Northerner since 1941, and ex-baseballer who played in exhibition games against such men as Lefty Grove, Bill Dickey and Satchel Paige, is the new central district merchandising manager in Toronto. He joined the company in Edmonton as a salesman after a varied career as a photo-finisher, a radiographer and later as sole sales representative in Alberta and B.C. for the X-Ray division of the Ferranti Company.

Mr. Dolighan's birthplace is Winnipeg but his real hometown is Edmonton where he lived for 35 years. He came to Montreal in 1949 where, until his new appointment, he was a general merchandising specialist contacting mail order houses and national accounts.

He not only played baseball in the Edmonton Senior League but also toted a football for the Edmonton Eskimos for five years under the celebrated "Deacon" White. He is the only life member of the Edmonton Athletic Club and was its president twice. Since coming to Montreal, he has won the Arthur L. Brown golfing trophy for three consecutive years (1949-51).

His "finest hour" in baseball: he caught a sizzling line drive hit by ex-Big Leaguer Joe Judge, thereby retiring the "enemy"side.

FORWARD WITH CANADA NO. 16

CANADA TEACHES AIR LAW

IT was forty-eight years ago this month that a young man named Orville Wright piloted the first power driven heavier-than-air flying machine over Kitty Hawk, N.C. Little did Montrealers of 1903 suspect that one day their city would be the seat of world civil aviation or that one of their universities would be the site of a unique institute devoted to the study of international air law.

Headquarters of both the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA) are established in Montreal; and now there is the Institute of International Air Law, the only one of its kind in the world, which is part of the Faculty of Law at McGill University.

Lawyers from Canada, the United States, Formosa, Greece, Germany, and other nations are students at the Institute whose director is John Cobb Cooper. Professor Cooper, known in aviation circles throughout the world, is a former vice-president of Pan-American Airways and, in 1944, was chairman of the drafting committee of the International Civil Aviation Conference at Chicago. He was a member of the Institute for Advanced Study at Princeton from 1946 to 1951, after retiring from Pan American Airways.

The two-year course is open to graduate lawyers of any recognized university in the world, and covers a wide range of subjects including International Transport Law (its history and developments dating back to the 15th century); Public International Air Law, embodied in the various Conventions of 1919, 1926, 1928, and 1944. This subject is of the greatest importance in that the legal status of the airspace and of aircraft is considered.

With the cooperation of both ICAO and IATA, students at the Institute have the privilege of witnessing the day-to-day procedure employed in adopting regulations and defining rules. The function of ICAO is the development of international air regulations and standards.

Lectures at the Institute are given in seminar form, with the informal air of a round table discussion. In this way each individual has an opportunity to present his views and exchange ideas with his classmates and the lecturers. In time the latter will include members of the senior staff of ICAO and IATA.

After a student successfully completes the course he receives the degree of LL.M, Master of Laws. Applicants who lack the qualification of a Law Degree may be permitted, at the discretion of the Director, to follow all or part of the course without, however, being eligible for a degree.

An advisory committee to the Institute of International Air Law has been established consisting of men distinguished in the field of international aviation. They include: Dr. Edward Warner, President of the ICAO Council; Sir William Hildred, director general of IATA; Emory T. Nunneley, Jr., general counsel of the U.S. Civil Aeronautics Board and others.

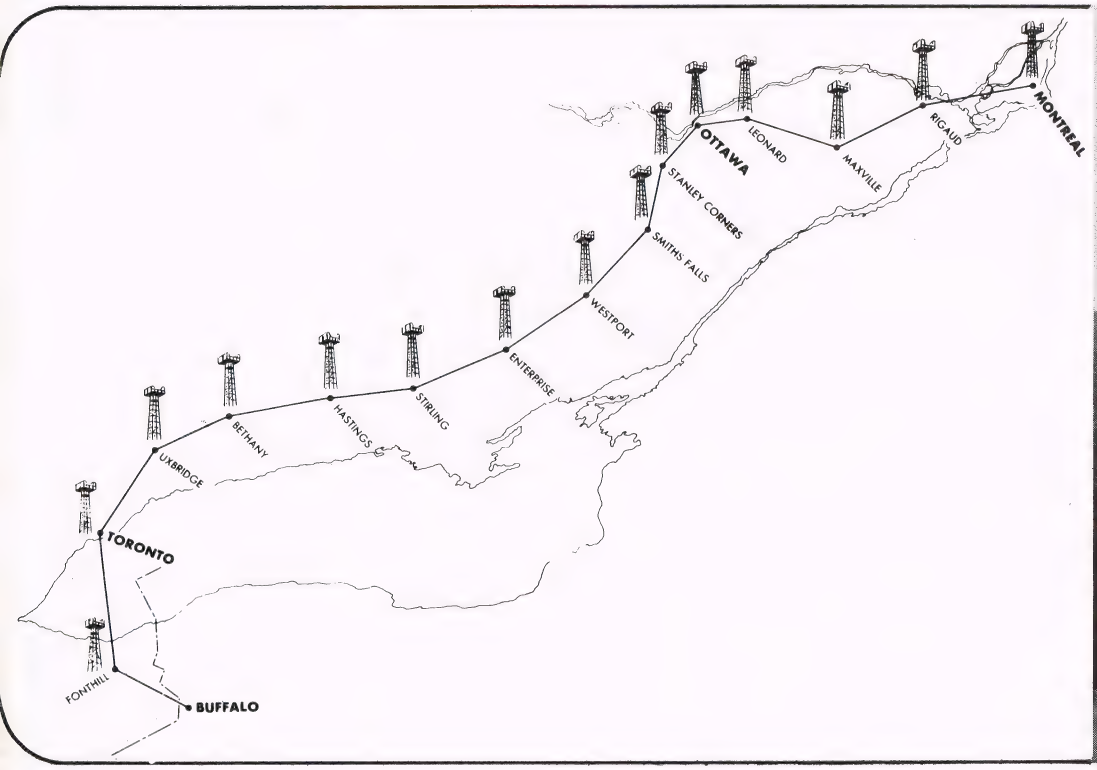
Telephone subscribers and TV viewers will both benefit from the micro-wave relay net-work connecting

CANADIAN MICRO-WAVE PATH

KEEPING up with the C.B.C.'s schedule to give part of Canada a television network by 1953, engineers and outside plant personnel of the Bell Telephone Company of Canada have now completed path tests and selected the location of relay points on the micro-wave route between Toronto, Ottawa, and Montreal. In addition to TV programs, the micro-wave relay system will also provide facilities for the carrying of hundreds of additional long-distance conversations between these cities.

Besides the route connecting Toronto, Ottawa, and Montreal, a further link will bring TV programs from Buffalo around the corner of Lake Ontario and within reach of Canadian TV fans. This Buffalo-Toronto link, using one relay point at Fonthill on the Niagara escarpement, will be completed early in 1952 to coincide with the opening of the CBC's first television broadcasting station in Toronto.

Micro-wave relay stations on the tri-city loop will be established in Ontario at Toronto, Uxbridge, Bethany, Hastings, Stirling, Enterprise, Westport, Numogate, Stanley Corners, Ottawa, Leonard, and Maxville; and in Quebec at Rigaud and Montreal. This net will provide television service in 1953 and telephone service shortly afterwards.



Micro-wave relay stations will be established at the above points when the Toronto-Ottawa-Montreal micro-wave path is completed. The system will carry TV programs and also long distance telephone calls between these centres.

Typical of the micro-wave relay stations to be established at the points on the tri-city route is this one at Fonthill, Ontario.

Some 15 transmitting and receiving stations will be established at the above points. Located about twenty-five to thirty miles apart, they will provide a line-of-sight path over the entire route. necessary because micro-waves do not follow the curvature of the earth but must be aimed directly from one relay station to the other.

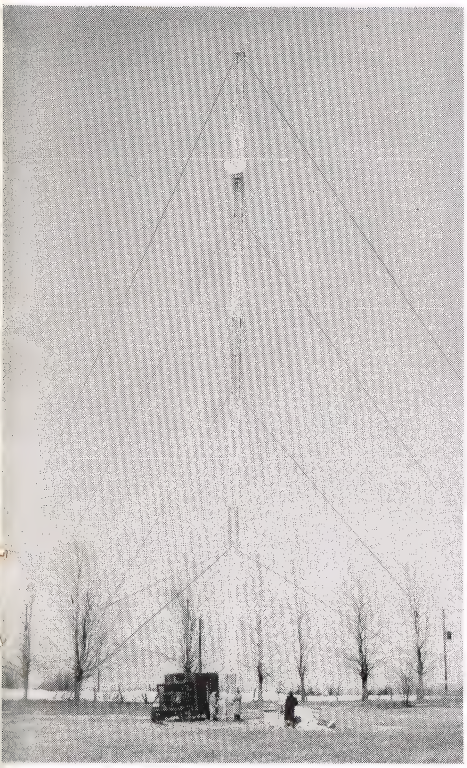
Each relay station will consist of a steel tower, somewhere between 50 and 250 feet in height, mounting two pairs of 10-foot square, horn-shaped antennas. A receiving and transmitting antenna will face in each direction to provide two-way channels. The antennas will be of a special lens type which focusses the high-frequency radio waves so efficiently that less than one watt of power—about the same amount as is required to light a flashlight bulb—is needed to span the gap between two relay stations.

At the base of each tower, a small building will house the transmitting, receiving control and emergency power equipment for the station. Equipment in these buildings will be installed by Northern Electric. Operation of relay stations is automatic and they will be unattended.

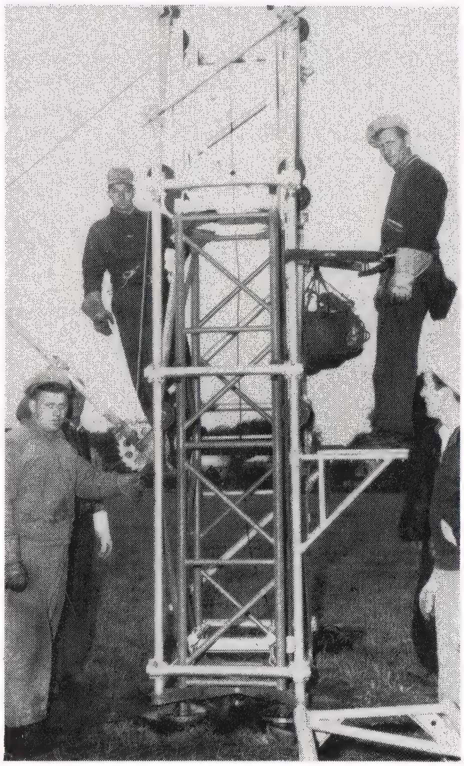
In addition to the 15 micro-wave relay stations, a special central office will be installed at Kingston, Ontario, to act as a sort of watchdog over the net. Emergency equipment at this point, installed by Northern Electric, will guard over the operation of the equipment in each relay station. If the equipment should fail at any one of the stations, this failure and its exact nature are automatically signalled to Kingston. In the case of a power failure in the station, an emergency gasoline-engine generator starts automatically and takes over the power load until the fault in the regular commercial power supply system is repaired. This change is also automatically signalled to the alarm centre at Kingston.

Extensive tests were necessary to properly locate the relay stations on this skyway. "Path tests" to establish the route were carried out last summer and involved the erection of temporary aluminum towers at various test points. Parabolic antennas equipped with wheels to run up the sides of the towers were used in connection with these tests.

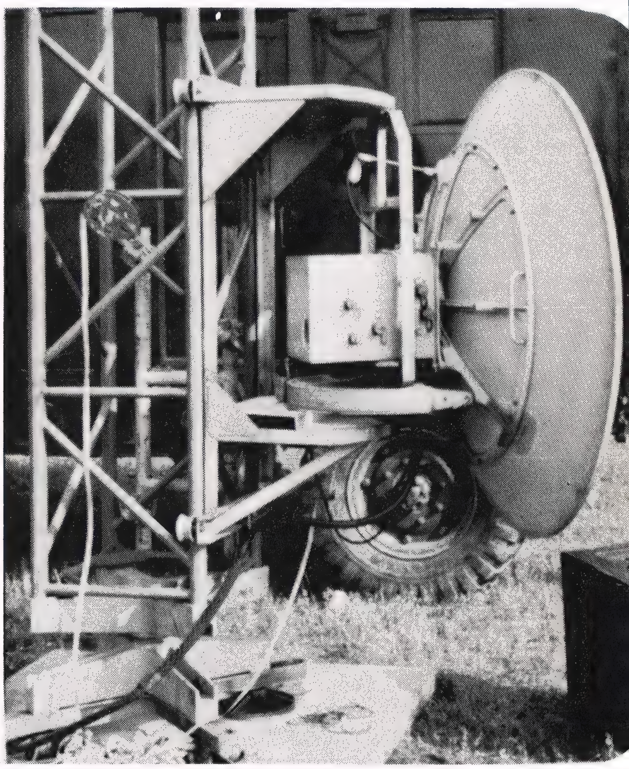
The system, when it is completed, will be capable of carrying six television programs in each direction simultaneously. Initially, 60 telephone circuits will be added to the Montreal-Toronto voice highway, while twelve more channels will be available for Montreal-Ottawa and Toronto-Ottawa calls.



A temporary aluminum tower 200 feet in height, used in connection with the "path tests" which fixed on the location of relay stations.



Temporary towers for "path tests" were erected on the spot by crews of the Bell Telephone Company. The towers consist of prefabricated aluminum sections.



A parabolic antenna equipped with grooved wheels was winched up to various heights on the temporary towers in the course of the "path tests".

struction of the dam, was cut through in fifty days last summer. Work on the dam itself will begin in the early spring of 1952.

Ten Mile Tunnels Lead to Powerhouse

The two tunnels at the western end of Lake Tahtsa, through which the waters will flow to the powerhouse 2,600 feet below on the western side of the Cascades, will each be 10 miles in length. Twenty-five feet in diameter and unlined, they will be cut through the solid rock. Penstocks at the lower ends leading to the powerhouse will be lined with steel.

The powerhouse will be located ten miles from the Kemano River which flows into a fjord leading to the Pacific. First of its kind on this continent, it will be completely encased in the rock of the mountains and will comprise two separate caverns, each with an inside width of 80 feet and a length of 500 feet. The initial development will consist of three 150,000 h.p. Pelton Wheel generators. Water will leave the powerhouse via a tunnel tailrace leading into the Kemano River.

The powerhouse site, ideal from the point of view of power development, presented a problem to the contractor. Accessible only on foot or by helicopter it has required considerable preliminary work before construction was possible.

So that work could start immediately when the expected go-ahead signal was received, an eleven mile road was pushed through early this spring from Kemano Bay on the coast to the powerhouse site. In three months, 200 cat skinners, shovel operators, and truck drivers, working against time, floods, swamps, and rugged terrain, completed the 2-lane gravel road which, at first seemed to start nowhere and go nowhere. The road has now made it possible to move water-borne supplies and equipment from the off-loading point on the shore of Kemano Bay directly to the power site.

At first, because of the lack of docking facilities, supplies, most of which were shipped from Vancouver, came in on barges. A new wharf, recently completed, now permits steamers to carry their cargo right in to the offloading point.

Power Line

One of the key problems in the scheme is the 50-mile transmission line required to carry power from the powerhouse to the smelter site at Kitimat. Much of the route over which the line must go is a range of mountains exposed to the most severe weather conditions. Parts of it had never before been visited by man and no accurate data existed on weather and icing conditions. It was possible that cable and transmission towers would not be able to withstand the rigours of the winter and, during the preliminary studies, tests had to be carried out to ensure that the building of the line was practicable.

To gather information, Alcan sent out parties of young engineers by helicopter to remote spots high in the rugged ice-capped mountains along the proposed route. There, in log cabins they spent the winter of 1950-51 recording weather data. As a further check that same year, a test transmission span was erected at Kiladala Pass at a 5,350 ft. elevation, the highest point along the line. All the material for the test span was transported to the spot by helicopter and erected just before winter set in. Instruments installed on the span automatically recorded conditions and strains undergone by the cable and towers during the ensuing winter.

Erecting and maintaining the line was also a doubtful quantity and, to find out if it would be possible, Alcan sent out survey parties on foot to traverse the whole 50 miles to inspect the route. It was a rough trip but it was made without mishap.

From these, and other tests, the company knew that the building of the transmission line and its maintenance, while a tremendous engineering task in its own right, was both practical and possible. Furthermore, they knew that such a transmission line would withstand the elements.

Smelter, Port and Townsite

The smelter, to be built on the edge of the future town of Kitimat, will eventually have an ingot capacity about one and one half times that of Alcan's smelter at Arvida, now the world's largest. At the initial stage in its development it will produce 80,000 to 100,000 metric tons of aluminum yearly.

In order to cut down on shipping tonnages and charges, alumina rather than bauxite, will be used in the production of aluminum at Kitimat. Alumina, the white powder from which aluminum is extracted and which is processed from bauxite, will be shipped via the Panama Canal from Alcan's associated developments in Jamaica. This will mean important economies since it is necessary to use only 2.6 pounds of alumina to produce one pound of aluminum, compared to 7 pounds of bauxite, if it were used.

Contract for the building of the smelter, as well as for the townsite and related roads, and the harbour facilities for the deep sea port, has been let to Kitimat Constructors, a group of eight of British Columbia's largest contractors. Contractors who have pooled their resources to handle the mammoth undertaking are: Bennett & White; B.C. Bridge & Dredging Co.; Emil Anderson; Campbell-Bennett; Dawson & Hall; Dawson, Wade & Co.; Central Construction; and Marwell Construction.

Preliminary work on camp buildings for 2,000 men is already well underway, while clearing and road-building have also been started.

Two deep-sea berths are slated for immediate construction in the seaport program. Eventually, there will be four deep-sea berths together with harbour installations capable of handling passengers and the heavy tonnage of incoming and outgoing cargo.

Navigation will be possible throughout the year at Kitimat since average temperatures do not go below freezing. The January average is 35°F., while February and March average 37°F. and 39°F., respectively. Future residents of the town will be well advised to go complete with rubbers, raincoats, and umbrellas, however, as the rainfall over the past 40 years has averaged 90 inches per annum.

One problem to be overcome in making the port navigable will be controlling the heavy seas that sweep up the fjord from the Pacific. To bring them down to manageable size a system of breakwaters may have to be devised, a fair problem since the waters are very deep. However, steamers are already calling at the new port carrying material and equipment for the builders.

The townsite contract calls for the building of about 850 houses, streets, sewers, waterworks, hotel, schools, churches, and stores. Land in the area is now under government reserve and, to prevent speculation, when it is put on the market, Alcan is expected to require that buyers build within a specified time limit. Within three years, Kitimat should have a population of 7,000 and expansion to an ultimate of 30,000 to 50,000 people will be provided for. Grading and road construction within the townsite will be completed this year.

New roads are, of course, an important part of the project. Two of the three most important of the permanent roads have already been completed. They are a highway from Kitimat to Terrace; and a road from Vanderhoof to the new town of Nechako. A road from Burns Lake to the tunnel head will be built later.

So far, each of the many parts of the great project has only entered the very early stages of construction but the tempo is steadily rising. As of July 1 of this year there were 3,500 employees on the job. Alcan expects that over 5,000 men will be employed when the project moves into high gear.

Important to B.C. and to Canada

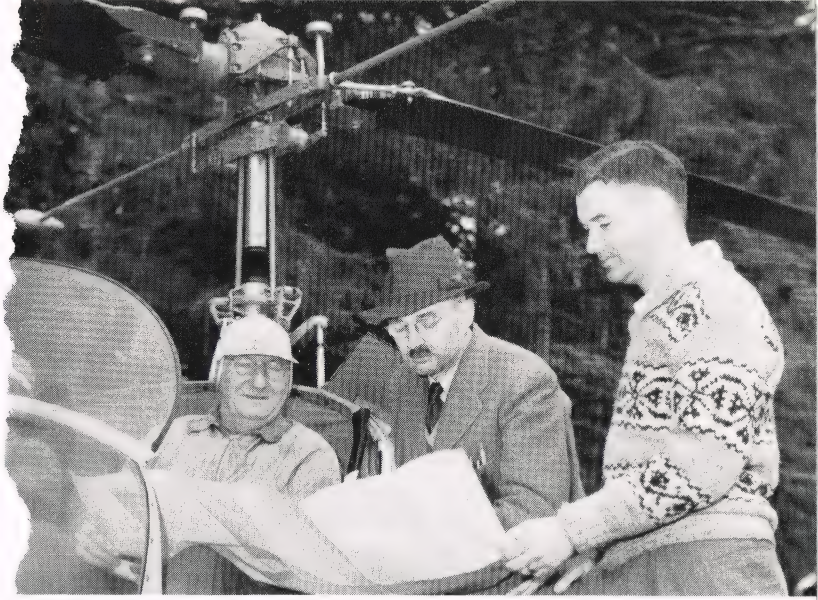
Progressive go-ahead British Columbians are well aware of the importance of the Alcan-Kitimat project to the province. All sections of the press have hailed it as a great new chapter in the industrial development of the province and are covering it closely in their pages. In calling the project "the greatest thing that ever happened to B.C.", Lands and Forests Minister Kenny was only voicing the opinion of all of the province.

Already, the development has given employment to thousands of construction men and this number will increase as time goes on. When construction work is finished, there will also be permanent employment with the Aluminum Company for thousands of workers, while many others will find employment with the secondary industries and commercial undertakings that the project will bring in its wake.

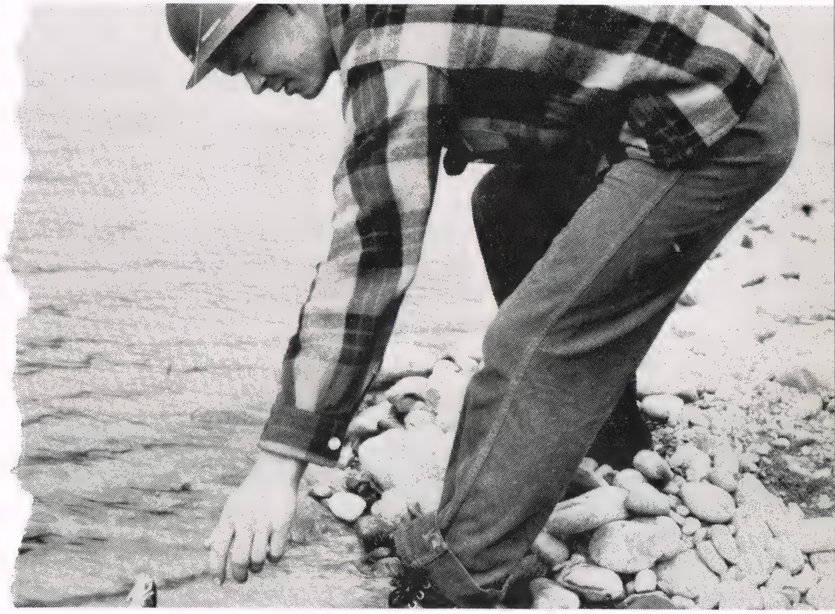
The new roads associated with the development, the new seaport of Kitimat, and the other centres that will grow up as the plan is completed, will open up a hitherto closed area to exploitation. Increased business for road, rail, water, and air transportation companies too, will create a boom in that industry. Truly, as "The Monetary Times" has pointed out in a recent issue devoted to Canada's far western province. "The Aluminum Company of Canada has set off an industrial revolution in B.C."

For the rest of Canada also, Alcan's Kitimat project will bring new wealth. The vast amount of materials required for construction alone will provide Canadian suppliers with a great new outlet for their products. R. E. Powell, Alcan president, in a statement before a special sub-committee of the U.S. House of Representatives early this year, stated that cement and other construction materials including most of the steel requirements would be procured from Canadian sources. He said also that the heavy electrical equipment, such as generators and transformers would be produced in Canada.

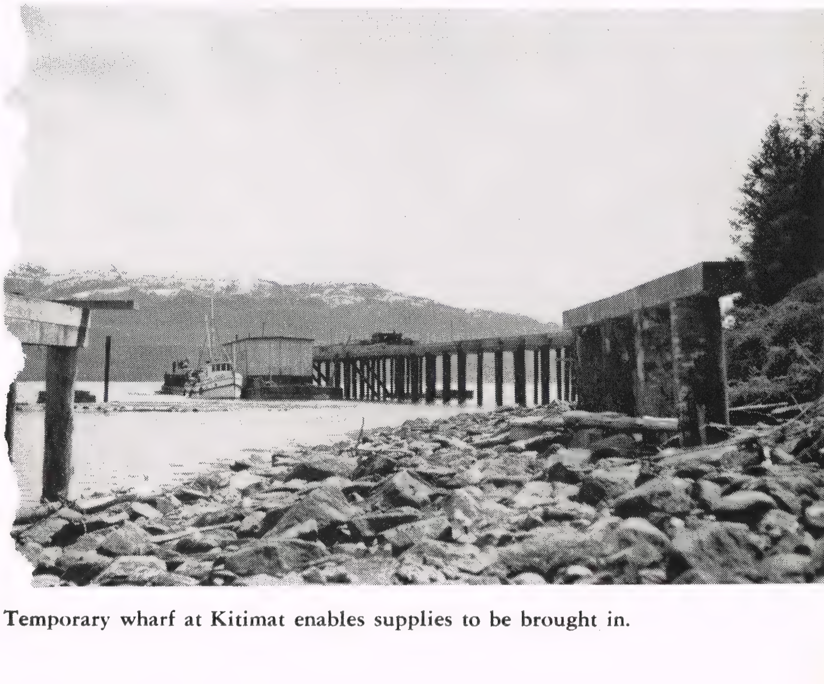
And, in addition to all other important considerations, Canada will become the world leader in aluminum production.



J. S. Kendrick (right), Alcan's assistant project manager and resident engineer, explains a point to A. W. Whitaker (left), vice-president and general manager of Alcan, while P. E. Radley, manager of the project also looks on.



Trout fishing in the virgin lakes and streams of the B.C. interior is the favourite spare time activity.



Temporary wharf at Kitimat enables supplies to be brought in.

BEHIND THE PARADE—

(Cont'd from page 9)

years. He is one of hundreds of artists in Canada who work in relative anonymity, their names appearing only in faint ink on the corner of some illustration, map or painting.

In the spring Weyman's name will be engraved on the first of three historical volumes bearing the general title, "A Pageant of Canada." These volumes will contain numerous illustrations of historical figures and sites, accompanied by a supplementary text.

Sculptor Donald Stewart has seen his works sold in art stores from one end of the country to the other. His work for the Santa Claus parade sees Stewart himself in the warehouse moulding some story-book character that will delight thousands of spectators. Last month's spectacle included a huge papier-maché Saucy Snowman, a Stewart creation.

As for Harry Tallman, an artist employed by Eaton's, his forte lies in creating works in miniature. He does not begin work on the toy parade until late fall; this year he constructed the whole of it in his large apartment-workshop. Since 1945 he has created three toy parades and it is expected that he will be called on to make a fourth in 1952.

One of the biggest headaches in producing the Santa Claus Parade is the designing and making of costumes, a headache that belongs to Eaton's Margaret Morison. Eaton's owns ninety percent of the costumes worn in each year's parade and Miss Morison annually farms out orders to most of the costuming firms in Toronto. This plum means a great deal to the costuming trade—one private seamster, for example, has received so great a volume of Santa Claus work in recent years that he has been able to set up his own costume supply shop.

There is an old trade saying to the effect that the celebrated New York department store, Macy's, doesn't talk to its rival, Gimbel's. But Macy's does talk to Eaton s and, more often than not, fashions many of its Santa Claus parade designs after those of the Toronto and Montreal spectacle.

The Canadian parade has never included a celebrity, unlike many U.S. productions. "We have never counted on added attractions, not even movie stars," says producer Brockie. "Our parade has to stand by itself."

The majority of figures—such as 1951's huge Saucy Snowman — come to life in this manner: a model is fashioned in clay; a cast of papier maché or plastic fabric is made from this model; the cast is set around a wooden frame (armature) standing on a float on a platform with wheels; paint is applied to the figure either by hand or spray gun.

All comic carnival "heads" worn by paraders are created by Eaton's. These "heads" are the only paraphernalia in the Toronto and Montreal parade that are seen outside of these cities; many of them are shipped to Winnipeg for the colorful Santa spectacle there.

On the eve of the parade in Toronto, great excitement reigns in the Santa Claus warehouse; the regular staff of six pray that a wheel on a float will not become disconnected or that a papier-maché figure won't collapse, thus marring work to which they have applied themselves in the sweltering heat of August and the cold of January.

At 2.30 o'clock in the morning of the Big Day, flood lights sweep the warehouse area and the floats and figures are slowly rolled outside into the street and moved in the stillness of early dawn to the parade starting-point. Meanwhile, thousands of children turn fitfully in their beds, dreaming of Santa Claus and the show that drops suddenly—they believe—out of a blue sky.

Painter Ria Bancroft, a recent English immigrant to Canada, was drafted for last-minute work on the world's biggest Santa Claus spectacle. An Eaton employee, Ria's Santa effort was her first big job in the New World.

A float from Harry E. Tallman's "Parade in Miniature" on display in the Toronto windows of Eaton's, perennial sponsors of the Big Show.

MOTHER MEETS THE PRESS

By ERIC ROMERO

IT broke my mother's heart to see me join a tabloid newspaper as a cub reporter. "The tabloid press isn't nice," Mother said. It's inclined to hang the family wash on the line." Mother's deep-seated prejudice against the Lurid Headline and the Suggestive Photograph was cultivated in her youth when her father studiously perused the pages of conservative Canadian journals and the good, grey New York Times.

Mother's distaste of sensation was heightened shortly after I joined the staff of the tabloid. And her estimation of me as man and journalist was lowered considerably.

One day an edict was issued by the authorities of our city banning a popular game of chance, sponsored as a rule by well-intentioned Ladies' Clubs: My editor learned that one Ladies' Club meant to ignore the edict.

"Boys!" my editor cried. "Boys, we have a story. The good women of the Mayflower Club are throwing a game tonight. Ten to one their hall will be raided by the police. Which of you reporters lives in the district where this thing is taking place?"

I rose slowly to my feet. I felt like Judas Iscariot, but it was my big chance. "Boss," I said softly. "Boss, I live in that district. I know scores of people who live there."

Muldoon, the photographer, and I arrived by auto in front of the large hall. "Remain in the car," I told Muldoon, "while I case the joint." I walked into the smoke-filled, laughter-filled hall and waved my hand in greeting to old friends of the family. I sat down at one of the long tables and studied the situation. The hour was late. Time was growing short.

I walked out of the hall and signalled to the waiting Muldoon to carry his camera into the building. We walked quickly to the rear of the hall. Because the players were extremely intent on their game, the camera created little or no attention.

"Let's go into that little room over there," I whispered to Muldoon. "The women in there are the treasurers. The police will go to them as soon as they pull off the raid." We walked into the room. I froze in my tracks.

Muldoon rasped: "You look as if you've just seen a ghost!"

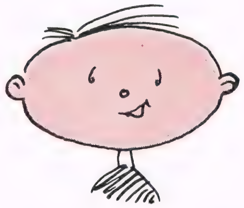
I pointed to three women whose backs were turned toward us. "One of those women is my mother, Muldoon, my mother! I knew she was a member of the club but I didn't dream she'd be here tonight." The photographer hid his camera on the floor behind a door. Mother turned around and saw me.

"Hello, son," Mother said warmly. "I certainly didn't expect to see you here tonight. Introduce me to your friend."

I cleared my throat. "This is Muldoon, Mother," I said. "An old school friend. We thought we'd drop down here for a game or two. We'll leave you alone now, Mother."

Muldoon swept his camera into his arms and sped back into the hall. I followed him. His camera flashed. The audience jumped. I returned to the treasurers' room.

"Mother," I burst out. "Mother, this game is illegal even if it is for worthy purposes. The police will be here soon."



Mother was somewhat taken aback. "And what was that flash of light outside in the hall?" she demanded.

I shot back nervously: "It was only Muldoon. You won't be in the picture, Mother. Don't worry."

Mother told me to leave the hall at once and to take Muldoon with me.

The next day our tabloid printed the picture of the "gamblers"— forty-three middle-aged matrons bent over bingo cards. A news story said the police had been late in arriving on the scene; the "gamblers" had disappeared, along with the proceeds.

Mother didn't talk to me for a week.

Progress Report

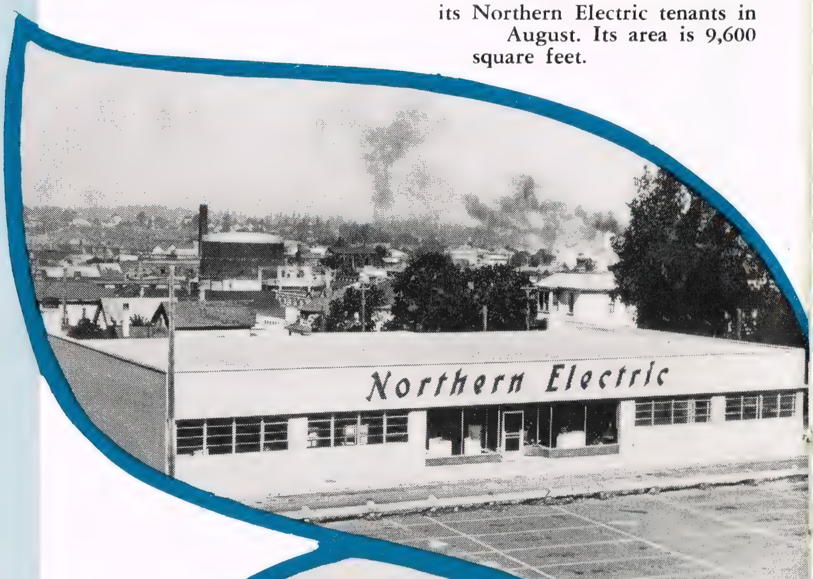
THE year 1951, which becomes another chapter in history a few weeks from now, has been a big one for Canada. And with Northern Electric harnessed to fill part of the needs of this growing nation, the year also has been one of progress and development for the company.

A growing concern usually requires more space in which to spread its wings, and Northern Electric has been no exception. From Montreal, headquarters of the company, to Victoria, most westerly of Northern's string of branch houses, new buildings have sprouted. In the general sales division, alone, for example, 170,000 square feet of new property have been occupied. Added to this, is the manufacturing extension at Belleville, covering 50,000 square feet, and the 53,000 square feet leased in the Read building, Montreal, for 600 former members of the company's Shearer street plant. The latter move permitted extension of manufacturing departments at the company's plant.

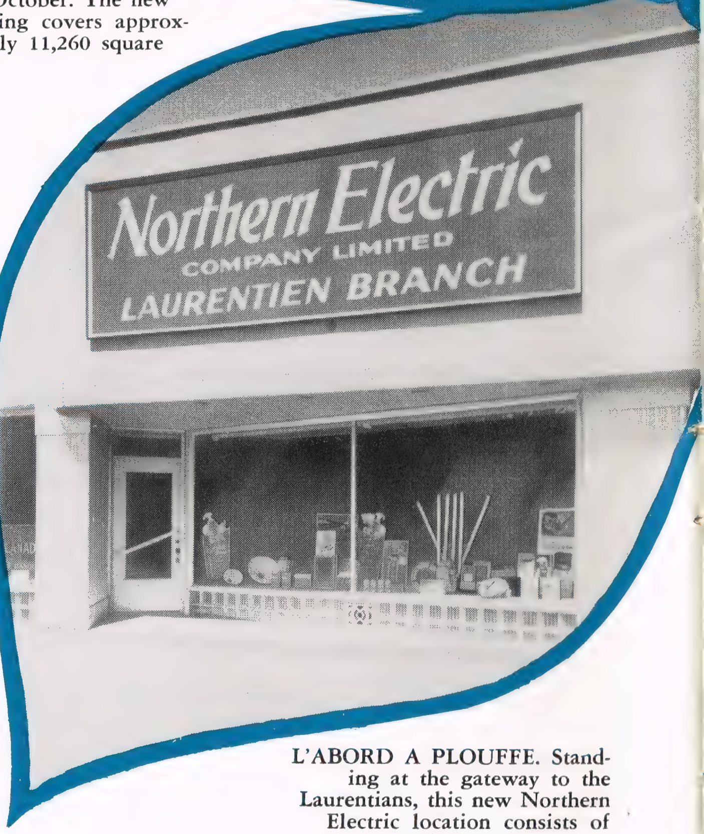
At one time or another, this year, it was moving day in cities where branch, district houses, or manufacturing plants are located. At Victoria, employees recently occupied a new building, 9,600 square feet in area, and similar moves were made in the following cities: Fort William, 11,500 square feet; Toronto, 110,000 square feet; Windsor, 11,260 square feet; L'Abord a Plouffe, a thriving district on the outskirts of Montreal, 2,150 square feet; and Edmonton, 25,668 square feet.

Northern's expansion during the past year also has been strongly reflected in the creation of two new sales districts. This, together with the construction of new buildings necessitated by expanding business, augurs well for the future status of the company in Canadian industry—and for the employees who have contributed so much to its growth.

VICTORIA. This one-storey office and warehouse received its Northern Electric tenants in August. Its area is 9,600 square feet.



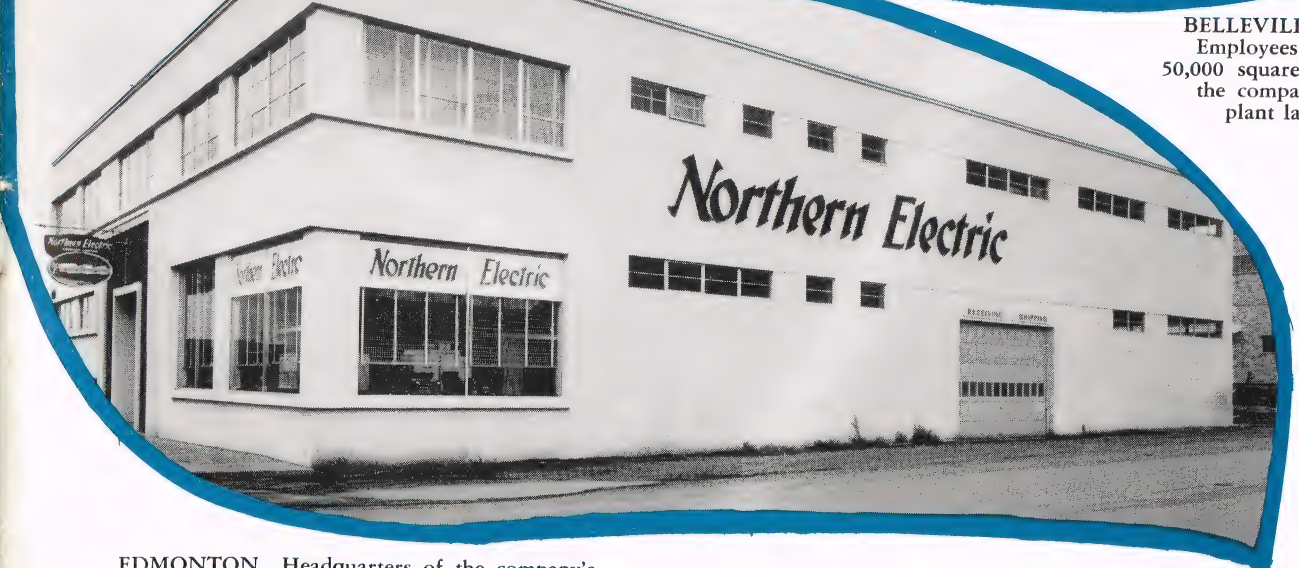
WINDSOR. Northern Electric moved in here in mid-October. The new building covers approximately 11,260 square feet.



L'ABORD A PLOUFFE. Standing at the gateway to the Laurentians, this new Northern Electric location consists of a ground floor, mezzanine, and basement, covering an area of 2,150 square feet.

TORONTO. Largest of the new buildings completed this year for Northern Electric's use, the two-storey structure covers an area of 110,000 square feet. All warehouse and office facilities are contained in the building.

BELLEVILLE EXTENSION. Employees moved into this 50,000 square foot addition to the company's Sidney Street plant last month.



EDMONTON. Headquarters of the company's new Alberta district which was occupied early this year, is shown here. The two-storey building contains sales, warehouse, and office facilities.

SYMBOLS IN STONE

(Cont'd from page 15)

them, the first tower you come to as you walk west on Sherbrooke Street, is also the burial place of a brave Indian warrior and a saintly Indian maid. Beneath the floor of this tower lies the body of Francis Thoronhionge, described by historian Maurault as "an intrepid warrior and fervent convert to the Christian faith". Also at rest under the tower is Marie-Therese Gannensaquoa, the Indian maid who became a teaching nun in Marguerite Bourgeoys' Congregation of Notre Dame.

In addition to the two towers, the surrounding walls, the other two towers, and the priests chateau in the centre of the settlement, were standing as late as the last quarter of the last century. Today, historians are at a loss to know why the chateau was destroyed when the present Grand Seminary was constructed. The buildings for the Grand Seminary are arranged in the shape of a "U" and the chateau, for a time, was left standing in the middle of the "U". It was later torn down. The two rear towers and the stone walls were demolished when the Seminary was erected.

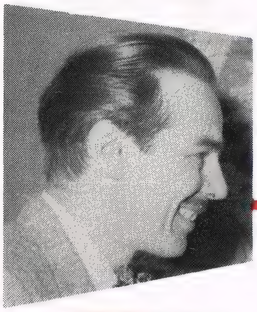
Few Montrealers of today have seen the whole of the towers. From the street they see only the conical roofs and the upper portions of the walls. But people can very easily walk onto the Seminary grounds and examine the exterior of the walls and permission may be obtained from the Sulpicians to enter the towers, the doors of which are kept locked.

Symbols of the faith of the Sulpicians, symbols of the city's and of the nation's past, the towers are all but ignored today. But the average Montrealer need not feel too ashamed that he has not given them the attention they deserve. Even Monseignor Gerald McShane, widely-known Sulpician pastor of St. Patrick's Church, smilingly admits that he also has not seen the inside of the towers.

Pictured in blue and gold, the towers are also symbols of the University of Montreal. Part of the crest of the University, they have been worn by generations of students, only a handful of whom have ever entered the towers or examined them closely.

Ignored by the public or not, the towers are here to stay, as long as the present-day Sulpicians have anything to say about it. They will not permit the towers to fall under the wrecker's hammer. And neither storm nor fire can destroy them. The Sulpician Fathers of 1649 saw to that.

Two nuns pray at the altar in one of the towers which has been finished as a chapel.



Rover

NORTHERN ELECTRIC'S roving radio reporter, Larry Henderson, currently in the Middle East on his tour through some of the world's hot-spots is no walking advertisement for the Orient Express, well-known train running between Paris and Istanbul in Turkey. In a letter to this office, Larry says that "the train lost all semblance to a modern train once it reached Communist Yugo-Slavia. "There", he wrote, "the trip quickly degenerated into what I call the worst journey in the world."

Larry continues: "For 24 hours I travelled in a 3rd class compartment designed for eight persons which I actually shared with 12 peasants, two babies, two small children, nineteen boxes and baskets of varying sizes, and a crate full of live chickens. The confusion and filth were indescribable.

Henderson is particularly proud of his feat in bringing to listeners to "Headliners" an interview with one of the most elusive figures in international affairs, His Excellency, Dr. Salah Eddine, Egypt's Foreign Minister who led the Egyptian delegation to the United Nations General Assembly in Paris. His letter describes the background to this exclusive radio scoop:

"It happened like this. The head of the United Nations Radio Division, Peter Aylen, a Canadian and a good friend of mine, asked Dr. Eddine on my behalf if he would make a statement on Egyptian policy with regard to the tense situation in the Suez Canal zone. The Minister agreed and I drafted a set of questions which were submitted to him. Although Dr. Eddine speaks perfect English, he refuses to do so for political reasons, and my questions had to be translated into Arabic. His replies were then taken down in Arabic and translated back into English.

"After some persuasion, to everyone's surprise, Dr. Eddine finally consented to record his replies in English in a UN radio station. When he did so, I asked the questions. This interview was an exclusive scoop for Canadian radio, as it was the first statement on Egyptian foreign policy at the United Nations General Assembly. His statements, as recorded for "Headliners", were afterwards reproduced in the press throughout the world."

Stations and times where and when "Headliners" may be heard Monday through Friday are: CHNC, Halifax, 7.00 p.m.; CKOY, Ottawa, 6.50 p.m.; CKRC, Winnipeg, 6.55 p.m.; CKWX, Vancouver, 7.10 p.m.; CJAD, Montreal, 10.05 p.m.; CFRB, Toronto, 11.55 p.m.; CJCA, Edmonton, 10.55 p.m.

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CAROLS IN THE HOME

CHRISTMAS carols have been sung during the Yuletide for many centuries, and, with the passing of time, have become inseparable from the festive season. Strictly speaking, the word "carol" should be applied only to lyrics written to dance measures, since, in the earliest days of Christianity, carols were composed for ritual religious dancing as well as singing. Some of the most famous Latin Christmas hymns were written to dance tunes. In common acceptance, however, the word has come to mean songs written especially for the Christmas festival.

At one time, carol-singing was largely an open air proposition, and bands of "waits", as the carol-singers were called, went from house to house with the Christmas message. This pleasant practice has largely died out, although it is still found in some parts of Europe.

In our churches, the singing of carols to the majestic accompaniment of the organ has contributed a great deal to the beauty of the religious observance of Christmas. In the home, too, carols have had their place for centuries, and many families still gather on Christmas Eve to sing the old familiar songs.

Today, it is practicable to bring into the home, as well as into the church, the warmth of fine organ accompaniment to carol-singing. This year, in greater numbers than ever before, Hammond electric organs will assist at carol-singing parties in hundreds of Canadian homes. The Hammond will contribute materially to the enjoyment of Christmas.

'Tis Christmas Eve

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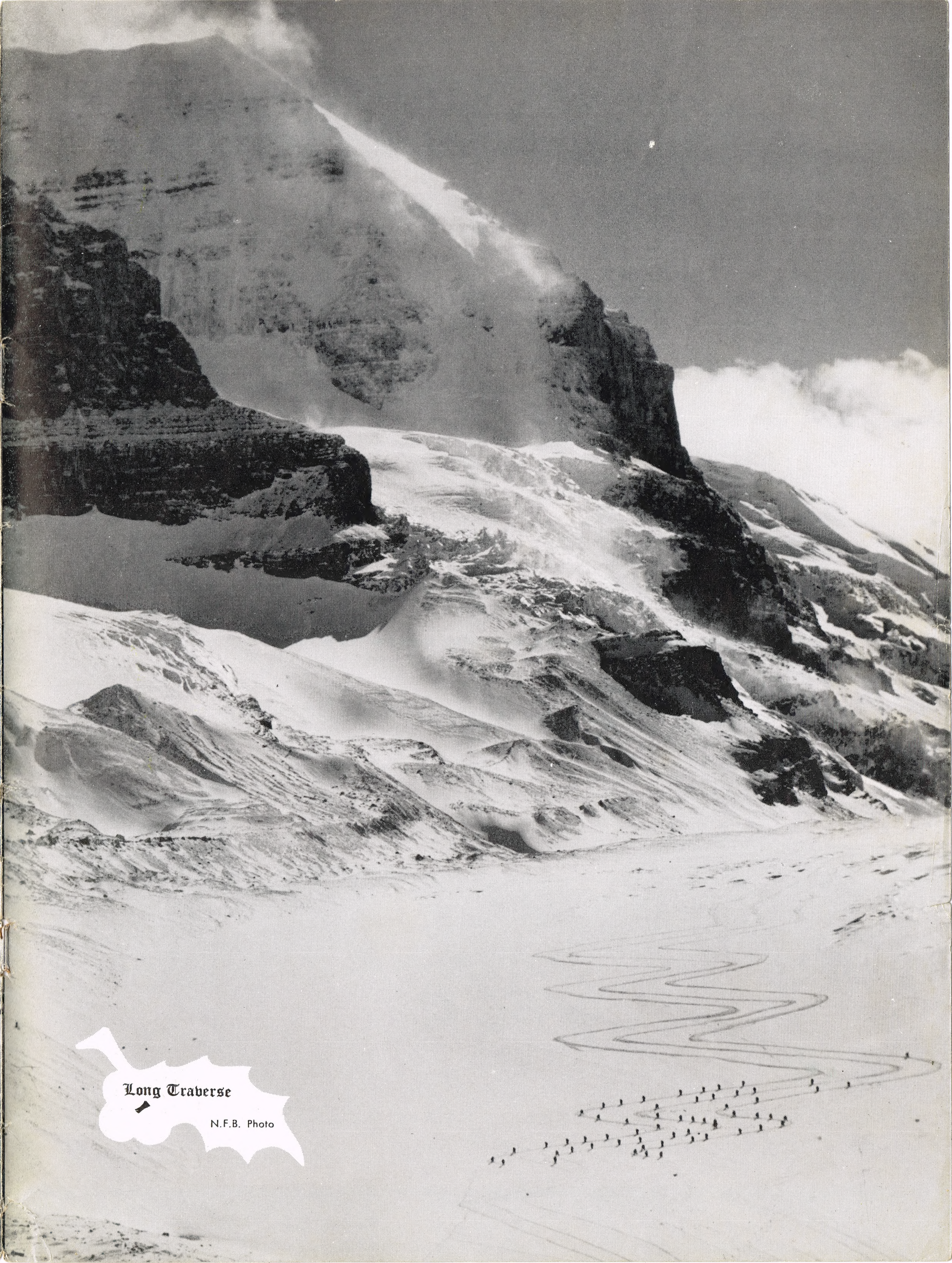
. . . and Ross K. Shannon, all snuggled down on his park bench, confidently awaits the coming of Santa Claus. Before he drifts off to dream of sugar plums, he expresses the wish of the staff that all our readers will enjoy

A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR!



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